

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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JUNE 1954



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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Navpers-O

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• FRONT COVER: FLATTOP CREWMAN—J. Zelum, AB1, USN, loosens flange in the inert gas room of an aircraft carrier in Atlantic Reserve Fleet.

• AT LEFT: 'FISH-EYE VIEW' of a carrier: USS Boxer (CV 21), moored at Yokosuka, Japan, presents an imposing view. Photo by W. J. Larkins, PH2, USN.

• CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.





ONE OF MANY ships de-mothballed for Korean conflict, USS *Iowa* (BB 61) is shown bombarding east coast of Korea.

DMB Your Navy's 'Other Fleet'

FROM THE FAR CORNERS of shipyards and from river anchorages around the country where they had lain idle, more than 500 ships of the Navy returned to the wars to meet the Korean emergency.

These were the ships of the Reserve Fleet, better known as the "Mothball Fleet." Warships and auxiliaries alike, they were pulled hurriedly back into service in the Operating Fleet to form the links in a

chain that stretched across the Pacific to the war-torn peninsula.

Depending upon the size of the ship, they could be—and were—stripped of their cocoons and made ready for action in from 30 to 90 days.

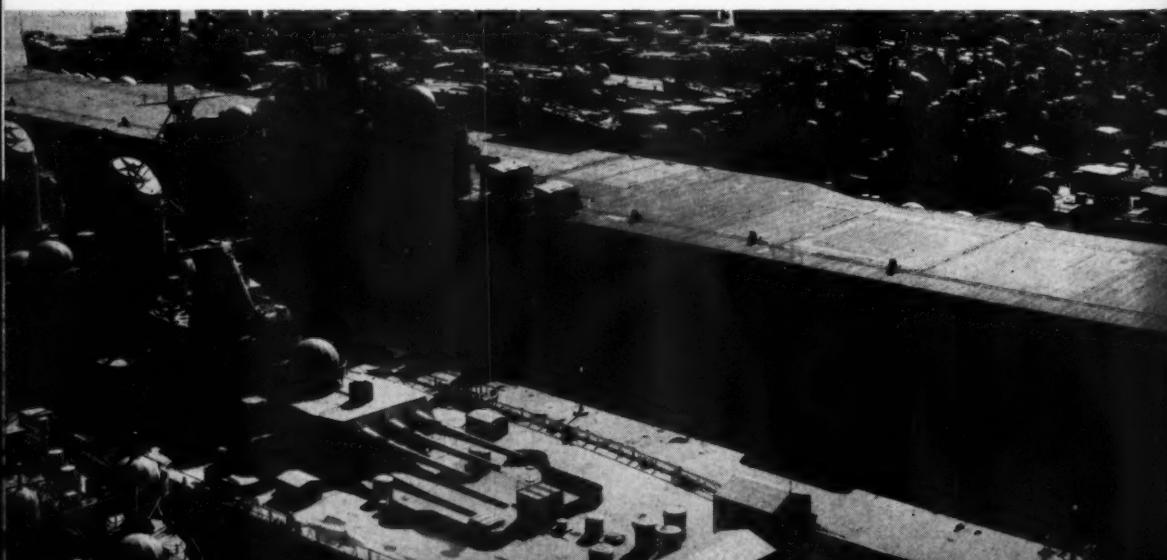
But now the tide of war in Korea has ebbed and many of the ships of the Reserve Fleet are ready to go back into "storage"—their mission accomplished—but standing by to be

called up again in the event of another emergency.

The deactivation of 50 Navy ships has already begun with the return of USS *Quincy* (CA 71) to the Pacific Reserve Fleet early in March. Other known categories to be mothballed include one battleship and one escort destroyer.

The primary objective of the Reserve Fleet program is to maintain and preserve vessels in order to pre-

SHIPS in Pacific Reserve Fleet early in 1951—including *Iowa* and USS *Intrepid* (CVA 11)—crowd San Francisco piers.



ent deterioration of the ship and equipment. A secondary objective is the accomplishment of such repairs as are necessary to keep the vessel ready for service on short notice.

Age alone is not the controlling factor in determining the fitness of a ship or its further usefulness. In time of war a sound ship may still be useful, especially if she is modernized with improved guns and radar.

For example, the old heavy cruiser *Louisville* (CA 28), completed in 1930, as well as her three sister ships, are still kept in the mothball fleet because they can make speeds of up to 30 knots. These aging ships could, if necessary, be converted into guided missile ships, fast transports or to other uses at less than the cost of building a new ship for the job.

Today a new ship costs approximately three times as much as a similar ship did during World War II. A veteran warship can be preserved in the mothball fleet at a fraction of its replacement cost.

At the end of World War II, the Navy disposed of some of its older warships as scrap. Some were used as target ships in the Bikini atomic tests of mid-1946. Other Navy ships, still packing plenty of fighting power, were turned over in the mutual aid program to allied nations, to serve in defense of the democratic nations. Among the ships thus disposed of were 50 aircraft carriers, seven battleships, 15 heavy cruisers, 22 light cruisers, 12 destroyers and numerous landing craft. However, more than 2000 ships were "saved" in the Reserve Fleet.

Unlike the vessels that were taken out of reserve commission in 1917 and 1941, all of which were pretty much the worse for wear, the Reserve ships that were activated for the Korean war were in shipshape condition. The big reason behind their tip-top condition was the fact that the "mothballing" process today has reached the point where a vessel in the Reserve Fleet is just about as good as or better than it was when it was inactivated whereas the Reserve Fleet ships of 1917 and 1941 came out little more than rusted hulks.

Today a vessel in the Reserve Fleet that receives proper inactivation overhaul and preservation, or overhaul after inactivation, and which is maintained at the required standard of readiness, can be turned

over to the Active Fleet within 30 days after the ship's company reports on board.

When a ship first goes into mothballs, it is completely overhauled and then given what is called a "post repair trial." During this trial, it is taken out to sea for a few days to determine whether or not the repairs were satisfactory.

The next step is the "de-watering" process, during which the water is drained from the miles and miles of pipes. Then dry air is blown through the pipes and a rust preventive compound is fogged in to protect the pipes.

The greatest factor in the deterioration of metal ships is moisture. To counteract the humidity, the interiors of Reserve Fleet vessels are divided into zones. For example a cruiser is divided into three zones; a carrier is divided into eight. In each zone a dehumidification machine is installed, capable not only of removing the moisture from the air, but also from the paintwork and all equipment in the area.

The dehumidification machines are connected to eight electrically controlled stations in each zone. The machines at these stations automatically record the time, date, temperature and humidity on "adding machine" type paper.

The reports of these eight stations are fed to a master controller which



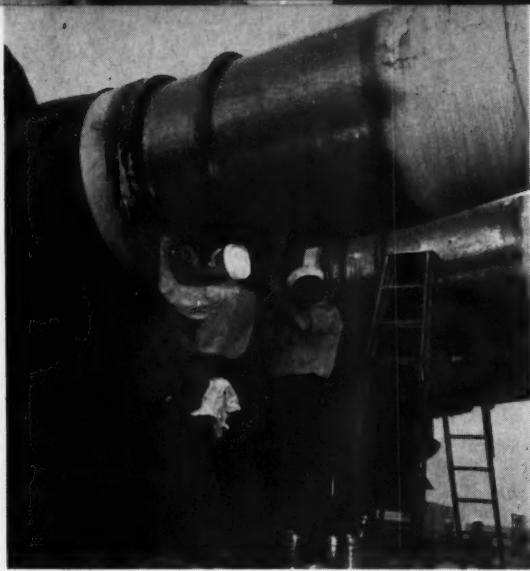
'HOOD' is lifted from gun mount on USS White Marsh (LSD 8). Many ships are now going back into mothballs.

takes an average humidity reading. If the average is over a predetermined amount, the dehumidification machine cuts in and runs until the average drops to the approved amount.

Once a week, a maintenance crew from the Reserve Fleet visits the ship and reads the tape reports from the master controller. If crewmen find that the dehumidification machine is running for abnormal periods (more than six to eight hours

PRESERVATION BY 'COCOON'—Plastic spray is used over tape 'network' to keep out moisture. These 'spider webs' are effective if they are not punctured.





SAILORS CHECK 16-inch rifle on USS New Jersey (BB 62) prior to the ship's recommissioning in 1950. Right: Navymen clean motor bearing on ship about to be mothballed. The metal parts will be coated with a thin film of rust preventive.

a day) they know that something is wrong in the zone. Each zone is completely sealed off. There is only one access to each zone, so it is not necessary to go out of the zone to find a "leak" or source of moisture that is causing a dehumidification machine to work overtime.

Another step in the mothballing process takes the ship into dry dock where the bottom is coated with anti-corrosive paint and all sea openings are blanked. The sea openings are

covered in such a way that in the event of activation a diver can remove the covers and it is not necessary to take the ship into dry dock. In like manner, the propellers and rudders are sealed with a "boot" that can also be removed by divers.

A full allowance of spare parts is stored aboard ship and the vessel is maintained at as close to 100 per cent readiness for sea duty as possible. However, ammunition, gasoline, and other perishable or danger-

ous substances are removed. A requisition is made out for all items that are removed from the ship, and this is put on file so that in the event of activation the requisition can be sent in immediately, serving as a catalogue of "missing parts."

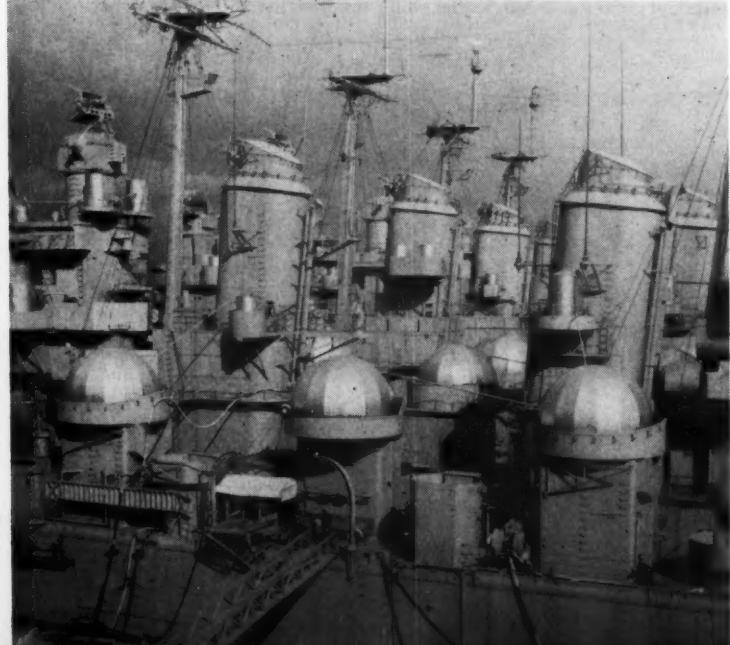
Everything readily movable is stored in the dehumidified zones, while guns, winches and other immovable equipment are placed under metal "igloos." These metal domes are placed over items like guns or winches and the area under the dome is dehumidified. Finally, these igloos are welded to the deck so that they are completely airtight.

Another covering used for protecting topside equipment is the "plastic package." Equipment is encased in a plastic wrapping made by spinning a plastic "spider web" with a spray gun over a framework of strong tape. This plastic web is covered with another paint-like plastic which is moisture-proof. This process however, the Navy has found is not so effective in preserving equipment as the metal igloo because the plastic covering can be easily punctured. One little hole will let in moisture and destroy the preservation.

Through the process of "mothballing," the Navy has a number of just about every type of warship "stored away" in the various Reserve fleet groups—eight groups along the Atlantic and Gulf coasts and eight more on the Pacific coast.

These ships are maintained by Re-

RESERVE FLEET warships nestle together at Puget Sound Naval Shipyard. In an emergency or war, they can be put back into action in a very short time.



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WEATHER TIGHT sheet metal seal is removed from bulkhead opening during reactivation of **USS Cabot (CVL 28)**. Note dehumidification piping. Right: Members of activation team check and adjust electrical connections on gun director.

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serve Fleet personnel. The number of men caring for the Reserve Fleet vessels averages out to about 10 men per ship.

Since Naval Reservists in time of mobilization play an important part in the activation of vessels in the event of an emergency, the Navy has a program to train them in this job. Certain Reservists who would help to form the nucleus of activation teams are given special training during their two-week training period each year on the various steps necessary to activate a ship.

When the Reserve officers and men arrive for their annual training they are screened as to their abilities and interests and assigned for training to their opposite numbers in the regular crews, for instruction on a departmental basis.

About one-half of their training consists of classroom lectures and films, acquainting them with the steps taken during inactivation. This training is followed by classes covering the steps which must be taken to return the ships to operating condition.

The Reserve training program calls for a detailed study of the activation of armament, machinery and equipment, organization of crews, plans for the loading of consumables and ammunition, inspecting, testing, adjusting and calibrating delicate equipment.

Reservists who would normally be assigned to deck, engineer, gunnery and supply departments are the ones

who will be most needed in the job of reactivation.

The on-the-job training varies according to a Reservist's specialty. For example, the fire controlman must familiarize himself with the "pickling" and reactivation of plotting rooms, IC instruments, gunnery equipment and wiring systems. He learns the location of blueprints,

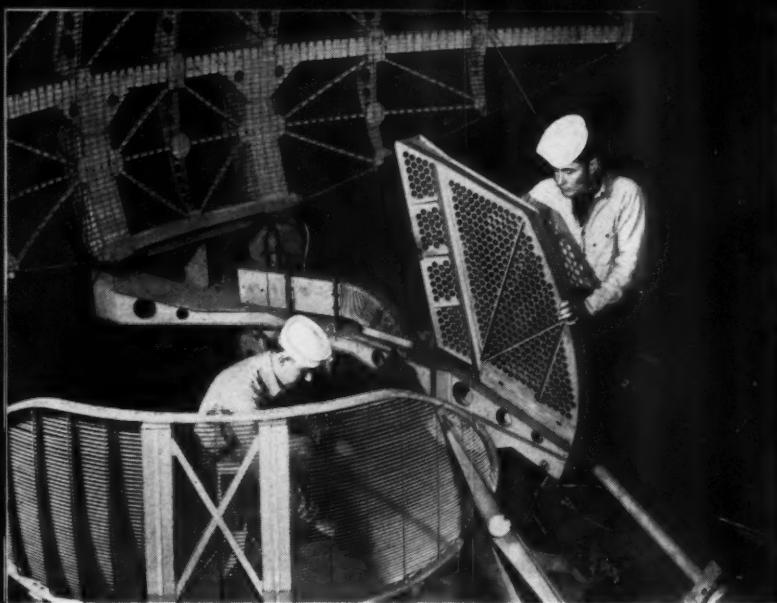
spare parts, inventories, allowance lists, records and check-off lists for his department.

An electrician learns the complicated job of gyro testing, details of complex motor windings and operation of the intricate dehumidification system which keeps the ship dry and rust free.

The quartermaster learns to clean

NAVY TUGS move **USS Iowa** from her Reserve Fleet berth for reactivation. More than 500 vessels were taken from 'zipper fleet' during Korean emergency.





SAILORS secure radar antennae during 'mothballing' of a carrier. Antennae are stowed inside expanded metal cage on hangar deck to prevent damage.

and adjust sextants and refreshes himself in chart correcting.

Should the time come when the Navy has to activate a number of additional ships the Reserve Fleet Commanders will call upon the "Activation-Instrument teams." These teams are composed of Reservists capable of starting activation of a ship in advance of the arrival of the ship's company and also qualified to instruct ship's company in the operation of the vessel's machinery and equipment. These A/I teams, as they are called, serve as underway instructors until it is determined by

the Reserve Fleet Commander that the ship's new crew is competent to handle the vessel underway.

The activation process begins with the removal of all preservation measures and materials such as the metal igloos, plastic packages, dehumidification machines, preservative compounds, etc.

All machinery is cleaned and conditioned with any necessary repairs made. The "missing parts"—such as gasoline, ammunition and consumables—are ordered and stored on board.

After a substantial crew reports on

INACTIVATED submarines, members of Sub Group One, nestle together. Part of Mare Island's Reserve Fleet, many of the 'boats' took part in Korean conflict.



board, the following limited trials must be satisfactorily performed:

- In the main propulsion plants a run of at least one-hour duration at 80 per cent of the ship's full power revolution requirements is made. The actuated plants are steamed, and each boiler is operated for at least one hour at approximately 85 per cent of its rated capacity.

While proceeding at about 50 per cent of the full power revolution requirements, the engines are backed at two thirds of the designed full power astern and kept backing until the ship gathers sternboard.

During the propulsion trials each main propulsion auxiliary is operated in order to prove its ability to support the main plant.

- In auxiliary machinery, the anchor engine is tested by anchoring in 20 fathoms or more of water. The anchor is paid out and heaved in to test the effectiveness of the brake.

• To test the steering mechanism "figure eights" are made with full rudder while proceeding at 80 per cent of full power revolution requirements. The rudder is also shifted through full travel while the ship is moving slowly astern.

- The generators are tested.

• As far as the deck machinery is concerned the various cranes, winches, etc., are checked carefully to insure that they are operating satisfactorily.

• Ordnance equipment is also checked to see if it is in condition, but test firings are not required.

- Evaporators and all electronic equipment undergo thorough tests.

Submarines, in addition to the above check outs, also make a trim dive before they are turned over to the Operating Fleet.

Upon activation, each vessel is inspected by a board appointed by the Reserve Fleet Commander.

The ease and rapidity with which the ships of the Reserve Fleet can be activated and sent into action was demonstrated in the Korean conflict.

The part these ships played in the fighting proclaims the value of the Navy's mothball program.

If any further proof of the value of these ships is needed, one has only to consider that one-fourth of the Reserve Fleet was activated for duty in Korea. In the event of another emergency the U.S. Navy stands ready with its Reserve Fleet.—Ted Sammon.

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COMBAT CAMERAMEN capture shell bursts on film. Right: Photographers on 'firing ship' get set to film action.

They Check the Accuracy of Your Gunnery

THE LONG LINE of destroyers followed the lead of the cruiser, each opening fire in turn. Near the target five men worked feverishly as splashes marked near misses. Those five men were members of a small group who call themselves the most shot at men in today's Navy. They were members of a Fleet Camera Party.

Week in and week out, photographers from both the Atlantic and Pacific Fleet Camera Parties lug their cameras from ship to ship, setting them up on the fantail of whichever ship is towing a target, and photograph the shell bursts of the rest of the Fleet.

The pictures they take are printed and studied. Then a report is made to the command doing the firing. As a result, a graphic record of the ship's gunnery skill, which leaves no room for doubt, is available. The entire procedure is technically known as "phototriangulation" and gives the most accurate recording of a ship's effectiveness during gunnery exercises.

Backbone of the camera parties are the enlisted photographers who lead a sea-gypsy life, jumping from ship to ship. Working in teams of nine, they answer every call for coverage of gunnery exercises. The nine-man team departs the home port with thousands of pounds of special equipment and scatters through the different ships of the Fleet.

During the exercises the team divides into three groups—two on the firing ship, two on the reference ship and five on the tow ship. This

gives three points of view of each shot and provides the triangle needed to give accurate proof of range and detail used in "phototriangulation."

When the firing ship shoots its first salvo at a target, the photographers on all three ships simultaneously record the shell's burst with their special cameras. Each succeeding salvo gets the same treatment.

When that ship has finished firing, the photographers may then jump to another ship via high-line or helicopter, and they are on the go again.

But that isn't the end of the story. The photographs they have taken are rushed back to the home photo lab, where they are immediately logged and processed. The prints are then turned over to a group of plotting officers, who determine the effectiveness of the ship's firepower from them. Their highly classified

reports are sent to interested commands for evaluation and comment.

In addition to the surface firing the camera parties also provide the same service for antiaircraft target practice. These pictures and reports have helped the big guns of the fleet win important battles.

Headquarters for the two camera parties are located at Norfolk, Va., and San Diego, Calif. The Atlantic group is further divided into detachments at Guantanamo Bay, Cuba; and Newport, R. I. The Pacific group has detachments at Pearl Harbor, T. H., and Yokosuka, Japan.

Combined officer and enlisted strength runs about 200 and it would be a rare day when all were ashore at the same time. Normally the majority of the photographers are traveling around the two Fleets, their cameras and sea bags on their backs, ready, willing and able to provide fast and expert work.

Photographing shell bursts isn't their only job, although it is their most important. In their spare time the photographers take I.D. photos for the smaller ships, photograph public relations and news events and run photostat machines.

News pictures taken by the cameramen of the two camera parties have appeared in many publications, both large and small. Their newsreel coverage has been picked up by most of the television stations and newsreel companies.

Regardless of what comes up in the way of photography they can handle it, and their job is very important to the men manning the guns on the Fleet's battlewagons.



WAITING for firing to begin, Navy cameraman stands by his equipment aboard vessel towing the target.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SURVIVORS' ANNUITY**—Regular Navy and Reserve personnel, with 18 or more years' service, other than those on the retired list or in the Fleet Reserve and Fleet Marine Corps Reserve, have until 1 Nov 1954 to decide whether or not to elect participation in the Uniformed Service Contingency Act, popularly known as the survivors' annuity plan.

This program, after death of a retired serviceman who is enrolled in the plan, provides for his dependent or dependents. The previously established deadline of 30 Apr 1954, as it applied to personnel with more than 18 years' service, has been extended. In order to make sure that all personnel in the fleets and at stations outside the U. S. were given plenty of time to study the details of the Act, the deadline was eased.

Members of the Fleet Reserve, Fleet Marine Corps Reserve and those on the retired lists are NOT effected by this new date. Their decision must have been made by 30 Apr 1954. However, personnel who have been or will be transferred to a retired or retainer pay status subsequent to 30 Apr 1954 and prior to 2 Nov 1954 must execute and submit an election under the Act not later than 1 Nov 1954.

All other personnel having less than 18 years' service, have until the day preceding the date of completion of 18 years' service or 1 Nov 1954, whichever is later.

The Act (detailed information on it can be found in *ALL HANDS*, September 1953, pages 46-47 and *ALL*

HANDS, December 1953, pages 43-44) offers a non-profit plan designed to furnish your survivors with an income for the remainder of their life or until they remarry, marry or become 18 years old. Another article answering servicemen's questions on the program will be published in a forthcoming issue of *ALL HANDS*.

As it now stands, your retired pay stops with your death, but with the annuity plan your surviving wife or children, or both, will receive the percentage of your reduced retired pay that you select under the various options offered.

The plan is so designed, that with the cheapest possible payments by you, your dependents get a maximum possible gain after your death.

Before determining your course of action in regard to making the election, you should examine every detail of the plan. Within its structure you are almost sure to find an option which will fit your needs.

• **ALLOWANCE FOR DEPENDENT PARENTS**—If you are a Navyman contributing to more than one half of your parents' support you are entitled to a basic allowance for quarters on their behalf.

Before making an application for this allowance you should consult your disbursing officer on the legal requirements for submitting a valid dependency claim.

No Navyman will be refused the privilege of submitting such an application for appropriate investigation and determination of dependency.

ency, even though the face of his application may not reflect the required dependency.

However, Navymen are advised that disciplinary action will be taken against anyone making false representation or submitting fraudulent applications for governmental funds.

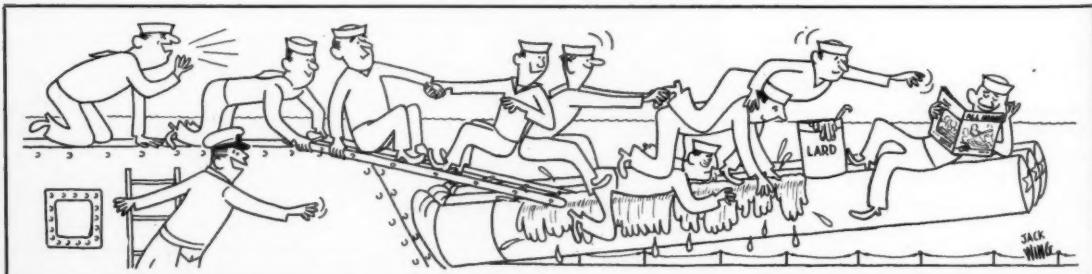
• **EXCHANGE OF FOREIGN FUNDS**—The present Treasury Department regulations prohibit Navy disbursing officers from converting foreign currency into U. S. dollars. This prohibition is set forth in Navy Comptroller Manual, par. 042551-2.

However, it is the Department of State's policy to furnish exchange services for Navy personnel through their foreign offices. These services are provided at the discretion of the Officer in Charge of the Foreign Office subject to local laws and State Department regulations.

When disbursing officers at foreign stations have determined that this service is available they should advise personnel leaving the area as to where foreign currency may be exchanged for U. S. dollars.

• **EARLY RELEASE PROGRAM**—The two month early separation program will continue for those enlisted members of the regular Navy, Naval Reserve and Fleet Reserve whose normal separation date is on or before 10 Jan 1955. However, those eligible for separation 11-20 January will be separated 1-20 December and those persons eligible for separation during the period 21-31 January will be separated during the period 6-31 Jan 1955.

If it happens that upon receipt of the early separation directive, ships or units are on distant duty in areas where available regularly scheduled transportation will not permit return of personnel in time to meet the above schedule, individuals may



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be retained until transportation becomes available.

Personnel, in such cases, must be sent back in sufficient time to insure their separation no later than their normal expiration of enlistment dates.

No requests for early separation need be submitted by the individual as this will be an automatic process. Personnel will be notified by their personnel office in time to qualify.

A full schedule of discharge dates and further information can be found in BuPers Inst. 1910.5B.

• TRANSFER TO USN — Enlisted Naval Reservists in certain ratings, both on active and inactive duty, can now enlist or reenlist in the Regular Navy in equal pay grade without examination.

Reservists holding the rating of fire control technician, electronics technician or radioman or related emergency service ratings are affected by the new ruling made by the Chief of Naval Personnel to alleviate acute shortages in those ratings.

Applications from active duty personnel should be forwarded to the Chief of Naval Personnel (Attn: Pers B223) via commanding officers. All COs have been asked to make definite recommendations regarding the suitability of candidates.

Inactive Reservists should apply at a U. S. Navy Recruiting Station and submit a formal application for enlistment in the Navy. Pre-enlistment papers will be forwarded to the Chief of Naval Personnel, for approval under the new program. See BuPers Notice 1130 (12 Mar 1954) for further details.

• TRANSFER OF MEDICS TO USN — Applications for appointment to the Regular Navy are being accepted from Medical and Dental Corps lieutenants and LTJGs of the Naval Reserve on active duty who have not reached their 37th birthday.

Naval Reserve applicants should submit letter requests for consideration to the Chief of Naval Personnel (Pers-B6221), via their commanding officers. The request should be accompanied by a signed statement agreeing to perform three years of service after accepting appointment in the regular service, a special "Report of Fitness" (NavPers 310) and two copies of "Report of Medical Examination" (SF 88), accompanied

by a "Report of Medical History" (SF 89). The physical exam must be conducted by two medical officers and, if available, one dental officer.

At present the Navy is accepting resignations tendered by officers described above after completion of three years of active duty from date of acceptance of their appointments in the Regular Navy. Computation of the three years of active duty includes any period spent in internship, residency, or other postgraduate training. However, any period of obligated service incurred as a result of such internship, residency, or other postgraduate training must be served in addition to the three-year active duty requirement.

Upon completion of a tour of sea or foreign shore duty all medical and dental officers are eligible for selection for postgraduate training.

• COMBAT PAY LIST — Another list has been published which makes additions to the previously published lists of designated combat units. This latest list covers the period from 1 Jun 1950 to 27 Jul 1953.

Only two units on the latest list are eligible for combat pay, according to OpNav Notice 1030 of 14 Apr 1954. The two units and the dates for which they rate combat pay are: ComDesDiv 92 and Staff, embarked in *uss Maddox* (DD 731) — 17, 23, 26, 27, 28, 30 Apr 1952; and *uss LST* 799—9, 10, 13, 14, 17, 18 Jun 1951.

The Chief of Naval Operations continues to receive numerous inquiries from personnel concerning eligibility for combat pay. According to the Combat Duty Pay Act of 1952, here is how to determine whether you and your unit are eligible for designation as a combat unit and for combat pay!

In order to be considered, a combat unit (ship or unit) must have under actual enemy fire or subjected to hostile explosions.

To be eligible to receive combat pay, personnel must have served with a combat unit on at least six of the specific days cited in any one month, or at least six of the specific days cited in a two-month period.

Previous lists of units eligible for combat pay are contained in OpNav Inst. 1030.1 (with Changes) and in the following issues of ALL HANDS: March 1953, p. 44; June 1953, p. 44; October 1953, p. 42; and December 1953, p. 45.

QUIZ AWEIGH

Another month and another quiz to brush you up on your nautical knowledge. It's no snap, but if you keep informed on the goings on in your Navy, you should score at least four out of six.



1. Above is the destroyer *USS Stickell* (DDR 888). A sharp eye will recognize her as being of the (a) Fletcher class, (b) Gleaves class, (c) Gearing class.

2. A veteran of the Korean conflict, *Stickell* was launched in (a) January 1940, (b) May 1942, (c) June 1945.



3. Here is the Navy's *XF-2Y-1 Sea Dart*, the world's first delta-wing seaplane. The *Sea Dart* is the first known combat-type aircraft to use retractable (a) hydro-skis, (b) hydrofoils, (c) water jumpers.

4. Although the Navy's program in hydrofoil research is relatively new, hydrofoils actually had their beginning back in (a) 1947, (b) 1919, (c) 1886.



5. Aboard *USS Oriskany* (CVA 34), a crewmember adjusts the ship's (a) flight deck landing lights, (b) arresting gear, (c) mooring and buoy lights.

6. The Navy's newest aircraft carrier, *Oriskany*, although launched in October 1946, was not completed until (a) March 1948, (b) September 1950, (c) March 1953.

ANSWERS TO QUIZ ON PAGE 53.

Small Ship 'Docs' Do a Big-Sized Job

THE MINE SWEEPER USS *Swift* (AM 122) was steaming to the Far East early in 1953. She was miles away from land—or another ship—when suddenly her commanding officer was stricken with a severe internal hemorrhage. The situation was critical. The CO was near death and there was no medical officer within hundreds of miles.

But *Swift*, like most smaller ships in the Navy had a hospital corpsman on board. In this case, it was William H. Ingle, HM1, USN, who was ready at the side of his stricken skipper.

Taking only time enough to put in a hurry-up call to shore for medi-

cal advice, Ingle went to work. For 14 hours, while *Swift* steamed at full speed for help, he ministered to his patient.

The pay-off came when they reached USS *Dixie* (AD 14). By the time the patient was transferred via highline to the tender for further medical treatment, he was considered to be sufficiently recovered to be taken off the critical list.

According to *Dixie's* medical officer, Ingle's emergency treatment had saved his commanding officer's life.

Naturally, incidents like the above are the exception, but they do serve

MEDICINE MAKER—Robert S. V. Hull, HMC, USN, on independent duty aboard USS Robert F. Keller (DE 419), prepares a prescription in the vessel's sick bay.



to prove that the hospital corpsman on independent duty is ready and able in an emergency.

There are many small ships and stations throughout the Navy that never have had—and probably never will have—a permanently assigned medical officer. But they've got the next best thing in the person of the hospital corpsman. Normally, the complement of a small ship or station doesn't warrant the assignment of a medical officer. Instead, a chief or first class hospital corpsman is assigned as the Medical Department representative for the activity.

A hospital corpsman on independent duty is not offered as a substitute for a medical officer but rather as an expert first aid man. His primary responsibilities are first aid and the prevention of disease. If he has a seriously injured or ill patient, he must see to it that the patient safely reaches the care of a medical officer.

But there are circumstances which sometimes delay or make impossible such medical aid, as in the case of *Swift*. Then, the hospital corpsman must carry on with the wisdom and good judgment born of experience and thorough training.

From the day a man is assigned to the Hospital Corps, either as a volunteer from the fleet or directly from recruit training, his training is geared to the time when he will be assigned independent duty on board a small ship or station.

After completing training at the basic Hospital Corps School, the new hospital corpsman is assigned to some naval hospital for at least six months. Here he is rotated to the various clinical services to gain experience in all phases of clinical work performed by hospital corpsmen.

Later in his career, he may be authorized to attend another school to specialize. There are about 30 such specialties that a hospital corpsman may study for, such as laboratory technician or operating room technician. But no matter what he specializes in, every hospital corpsman must have the necessary basic knowledge.

Hospital corpsmen, if service conditions permit, are usually given fur-

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TEACHING first aid is a primary duty of corpsmen on independent duty. Chief Hull shows crew how to use splints.

ther instruction in the Class "B" Advanced Hospital Corps School, Portsmouth, Va., prior to their being assigned to duty independent of a medical officer.

This school, commonly referred to as "I.D." (for "independent duty") school, is a six-months' course in advanced techniques. In this course, the hospital corpsman studies everything from bacteriology and laboratory techniques to minor surgery and how to teach first aid.

Some of the other subjects covered include survival on land and sea, sanitation measures for shipboard use, pharmacy, embalming techniques, administration, first aid, medical aspects of radiological warfare and advanced study of drugs and their uses.

But all of this training is only effective if followed up by continuous study on the part of the individual corpsman. It is essential for each to develop new knowledge and skills to keep abreast of all recent developments in order to render the best possible aid to the sick and wounded.

Each type of independent duty has its own peculiar conditions and the chief or first class hospital corpsman must be able to cope with each problem as it arises. For example,

take the case of Lieutenant (junior grade) Wheeler B. Lipes, MSC, USN, back when he was a pharmacist's mate first class on independent duty (the rating became hospital corpsman in 1948).

In September 1942, Lipes was serving in USS *Seadragon* (SS 194) when the submarine was on a war patrol far behind enemy lines.

A shipmate rushed up to Lipes to tell him that Seaman Darrell D. Rector, had fallen unconscious to the deck. Submariners have passed out before—from such causes as excessive heat or fatigue. But as soon as he examined the seaman, hospital corpsman Lipes knew that in this case it was more than that. He quickly recognized the high temperature and symptomatic pains.

He advised the captain that Rector had appendicitis and had to be operated on at once. The trouble was that the boat was weeks away from any medical officer. However, Lipes knew that if the appendix wasn't removed, peritonitis might result.

Seadragon's skipper put the question bluntly, "Can you do it?"

"Yes sir," said Lipes. "It's his only chance."

The skipper ordered the boat to be leveled off below a cold layer

far beneath the turbulent surface. Lipes went about selecting his "operating room assistants."

He picked the executive officer as his chief assistant, the communications officer as anesthetist and the engineering officer as chief nurse.

Surgical instruments were improvised. Bent spoons served as muscle retractors. A tea strainer was the ether mask. For an operating lamp, a searchlight was rigged over the wardroom table. The instruments were boiled and then further sterilized in a solution of torpedo alcohol mixed with water.

The stricken seaman was carried in and laid on the table. Lipes aroused the patient and told him that although he (Lipes) had never performed an appendectomy, he knew how to do it. But if the patient didn't want it, the operation wouldn't be performed.

"Let's go," whispered Rector.

Lipes did. As the men at the bow and stern plane controls kept the submarine steady, Lipes made the incision, removed the appendix and sewed up the incision.

An antiseptic powder made of ground up sulfa tablets was applied. Bandages were fastened in place. Two weeks later, Rector was not only well and on his feet, but was



HMC gives first aid on board a DE. Right: Standing regular watches on submarine is part of this HMC's job.

back standing his normal watches.

Lipes' surgery was later lauded by his shipmates and cited as an example of excellent Navy training and salty submarine grit. The incident has become a submarine force legend.

Incidentally, before the end of World War II, 11 cases of acute appendicitis were diagnosed and treated by hospital corpsmen aboard U. S. submarines. Not a single death resulted from appendicitis originating on a submarine on patrol in World War II.

Although hospital corpsmen are not authorized to perform such operations, during periods of extreme emergency when no medical officer was available, they did this work in World War II. However, since the introduction of penicillin and other medications, situations such as the above have been largely removed.

Hospital corpsmen, such as Lipes, who serve on independent duty in submarines, receive even more training than the surface ship "docs." Besides being qualified for regular "I.D.," these corpsmen must also attend the two-month course at the Submarine School plus an eight-week course in submarine medicine techniques.

Like all crewmen, hospital corpsmen serving in submarines are volunteers. Besides their own particular job, they must know such things as how to load and fire a torpedo, how to handle the bow and stern planes, know the various air, fuel and water systems and how to operate each, and must be a qualified steersman.

Hospital corpsmen on submarines stand duties such as lookout, radar, sonar, steersman and manifold watches. When a submarine is sub-

merged for a good length of time, the corpsman also makes carbon dioxide content tests of the air.

The "Sick Bay" on a submarine consists of a six-foot upright locker in the after battery compartment. From this office, the submarine hospital corpsman ministers to his patients.

The hospital corpsman on a destroyer has it a little better, as far as "office space" is concerned. The sick bay on most destroyers is about 12-ft. by 6-ft. But in this small space, tin can "docs" must take care of three times as many patients as submarine corpsmen.

"But it's usually big enough for what you run across," relates chief hospital corpsman Ralph D. Barlen, a veteran of many years at sea aboard DDs and DEs.



DISEASE prevention is another main job of corpsmen on independent duty. Here, Chief Hull inspects ship's galley.



"Most of our cases are routine, of course — athlete's foot, stomach ache, seasickness and small cuts and bruises," Barlen says. "If something serious does arise, there is usually a medical officer in the vicinity."

Independent duty on destroyers is typical of that kind of duty aboard most ships. Besides holding sick call, one of the biggest jobs of a hospital corpsman on "I.D." is to teach first aid to the crew.

"Teaching first aid to the crew is very important," says Arthur J. Fagin, a chief hospital corpsman who recently completed a tour of duty in USS *Namakagon* (AOG 53). "In time of war or emergency, if the crew is well trained in first aid, the hospital corpsman can devote most of his time and talents to the more seriously wounded."

"An example of this is *Namakagon*," he adds. "The ship is divided amidships by the tanks, with berthing and working spaces fore and aft. If a catastrophe, such as an explosion or fire, should strike and isolate these sections, one of them would be without the services of a hospital corpsman. If the men know first aid, it could possibly mean many lives saved."

Other routine but highly important duties of hospital corpsmen on independent duty include the keeping of logs, filing of reports, checking of ship's battle dressing stations, safety inspections of first aid kits, boat boxes, life-raft kits and gun bags and sanitation inspection of the ship and food handlers.

Independent duty at small shore stations and islands presents many of the same problems and duties found aboard ship. But duty at Chichi Jima, a small island in the

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SICK CALL is conducted on board an escort vessel. Right: Chief Hull checks gun bag for necessary first aid materials.

Bonins, 150 miles north of Iwo Jima, presented quite a few different problems to chief hospital corpsman Orville Summers, USN.

It all started in October 1951 when two Navy CPOs and a radioman second were ordered to Chichi Jima as the island's Military Government Unit. Fredrick A. Pobst, SKC, USN, was "governor" of the island and Summers was "vice-governor" and in charge of the Medical Department. Donald I. Fales, RM2, USN, handled the island's communications facilities.

Summers' primary job was to tend to the everyday medical needs of the 139 islanders, military personnel and their dependents. The military dependents consisted of Chief Pobst's wife and children.

But chief hospital corpsman Summers' job went a lot further than just inoculations and treatment of minor aches and pains.

Although it was a little out of his line, "Doc" Summers delivered 12 babies during his tour on the island. The first time he acted as "obstetrician" was two weeks after he arrived on Chichi. He wasn't entirely unprepared, however, as he had received instructions on this type of work before leaving his last duty station, the Naval dispensary at Guam.

The island was visited annually by a medical and dental officer but all the time in between, Summers was on his own. He filled cavities with temporary fillings, acted as veterinarian, public health inspector, census taker and waged an incessant war against the rodent and fly population of the island.

In addition, he even acted as "schoolmarm" for about four hours every day at the Chichi public school, teaching the fourth, fifth, sixth and seventh grade students in reading, spelling, arithmetic, history, geography and health.

"Doc" Summers' versatility is typical of that of all hospital corpsmen. Each must be able to handle everything from a chipping hammer to an inoculation needle. He must be as adept in mixing prescriptions in the pharmacy as he is with a business end of a swab.

When a hospital corpsman reports to independent duty, whether at a small station or aboard ship, all hands have their eyes on him. From the skipper on down, everyone is watching the way he handles his first big assignment.

Successful completion of his job can "sell" him to the crew. But if he falls short, it'll take a lot of hard work to prove his ability and regain the crew's confidence. He's got to

be right the first time. That's the way they are taught.

The exploits of hospital corpsmen are and have been a major contribution to the success of every type of naval craft and every sort of naval shore activity — both in war and peace.

It seems that whenever the skill of a hospital corpsman is needed, one is nearby. To stop the flow of blood, to apply a battle dressing, to ease the pain of human suffering, to give life-giving plasma or to carry the wounded to safety, the corpsman is on the spot.

When one is assigned independent duty, it is the biggest sign of confidence that can be shown him. He's "come of age" as a hospital corpsman. He has the maturity and ability — similar to an officer's being given his first command.

The Hospital Corps, and the men in it, are continually justifying this confidence.—Rudy C. Garcia, JO1, USN.

CORPSMEN served on 'independent duty' with Marine units in combat in Korea. ROK Marine watches Wendal D. Lewark, HM1, give aid to compatriot.



Blasting the way

ONE of the more unusual salvage stories of the year is the tale of an LST grounded so fast on a coral reef that frogmen had to blast a 1000-foot-long channel to free her.

USS LST 291 was churning her way through the waters of the Great Bahamas after completing two weeks of amphibious training exercises at Vieques, Puerto Rico.

About 1800 yards off James Point, Eleuthera Island, the crunching of steel and stone shattered the silence of the night. The LST had hit a submerged coral reef. The grounding tore a two-foot hole in the evaporator room and twisted, warped and gashed the heavy steel skin in other parts of the ship's hull.

Water started pouring in through these openings and all of the lower compartments became flooded. Personnel were ordered over the side.

Although the nearest land was less than a mile away, heavy seas and razor-sharp coral played havoc with the small boats. At least three of the landing craft ripped holes in their hulls on submerged reefs in getting ashore. There were no casualties despite the rough going.

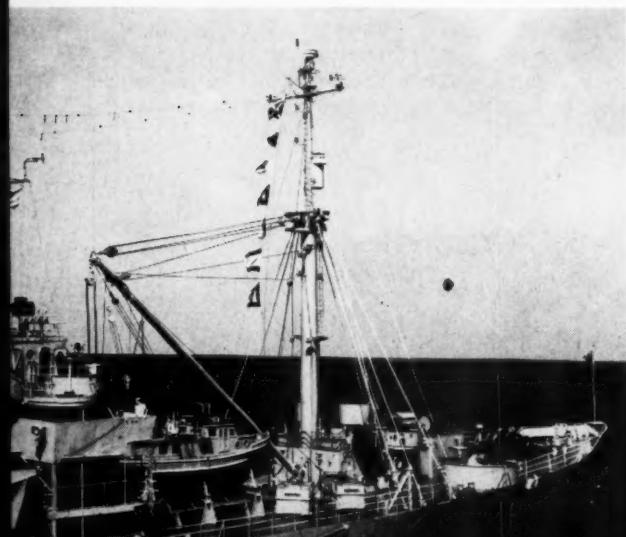
In answer to the LST's radio messages for help, the Navy immediately began diverting other ships to the area.

First to arrive on the scene were the escort vessels USS *Heyliger* (DE 510) and USS *Osberg* (DE 538). They removed all of the shipwrecked and stranded personnel from the island, leaving a volunteer salvage party to stay with the ship and take

GROUNDED on submerged coral reef, USS LST 291 has her cargo off-loaded. Below: D. L. Peschke, BM1, USN, 'dives for jeeps' in LST's flooded tank deck.



FLAGS showing services rendered by USS *Tanner* (AGS 15) fly during salvage operations. Right: Diver goes over the side to check for leaks in hull.



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necessary damage control measures. Then the salvage operations began. The first step was to begin flooding all compartments on the ship. This was necessary as the heavy seas were slowly driving the LST further aground toward the beach. Each movement was scraping her hull on the sharp coral and was tearing new holes in her bottom.

To stabilize the ship and hold her firm on the reef, it was necessary to bring as much weight to bear on her bottom as possible. This could only be accomplished by flooding.

Frogmen from Underwater Demolition Team Two arrived on the scene and began surveying the area in an attempt to clear an estimated 300-yard channel through the reef.

In spite of a 25-knot wind and adverse weather conditions the UDT men made one mass underwater swim across the area in their self-contained diving suits. They verified reports of a shallow channel, but revealed that it was obstructed by coral pinnacles ranging up to 100 feet in diameter.

About 400 pounds of explosives were used in an initial blasting effort and more was rushed to the area by sea and air. The channel soon began to take shape, and while UDT frogmen blasted away, the cargo was slowly removed from the LST by utility landing craft from *uss Carter Hall* (LSD 3) and *uss Donner* (LSD 20).

Aboard the LST, diving opera-



TUGS nudge disabled LST to drydock at Jacksonville, Fla. The vessel had 114 vehicles and 56 tons of equipment aboard when she struck the reef.

tions were underway but the salvage personnel found rough-going because of large amounts of grease, oil and gasoline in the water.

The divers found themselves qualifying as "underwater jeep drivers." During the salvage operations, vehicles in the ship's flooded tank deck had to be removed. A diver, donning his helmet, would seat himself in a submerged vehicle, then steer it to the surface as a heavy crane pulled it out. This went on until all the jeeps were removed.

The biggest hole uncovered in the ship's hull was a two-foot gash in the evaporator room. Other dives to the ship's bottom revealed holes in practically every compartment on the lower deck.

When the frogmen had finished blasting what turned out to be a 1000-foot channel through the coral rock, the cargo had been salvaged from the LST and transferred to *uss Wyandot* (AKA 92); holes and gashes in the hull had been patched and water had been removed from

flooded compartments in the ship.

After 11 days of tireless efforts the LST was ready to be filled with compressed air and refloated.

With towline attached to the salvage ships *uss Recovery* (ARS 43) and *uss Opportune* (ARS 41), Amphibious Force landing craft began washing heavy streams of water under the LST's stern in an attempt to move her off the ledge which imprisoned her. Five minutes later the ship began to move toward the left of the UDT-made channel.

Instead of tightening from the pull, the tow cable suddenly went limp as it caught on a coral pinnacle.

But *Recovery* maneuvering desperately, came left of the channel, straightened out her tow line and put a strain back on the cable again. Then the LST floated clear of the reef and turned on her running lights. The operation was completed, thanks to the men of the UDT, the salvage crew and ships that came to the aid of the grounded LST.—Joseph J. Brazan, JO1, USN.

SALVAGE OFFICER, CDR R. K. Thurman, USN, directs operations. Right: Aviation repair ships tow LST from reef.



B9W3

Submarines at War with Noisy Enemy

CARR INLET, a branch of Puget Sound in the great Northwest, is a stretch of water known for its quiet unruffled surface — which is what makes it so valuable to the Navy in general and to the submarine service in particular.

The inlet, 12 miles long and three miles wide, has a five-mile section which is between 50 and 85 fathoms deep. Here, unaffected by marine life, noisy fishing boats or passing ships, the underwater noise level of ships can be measured. Here a submarine or surface vessel can be put to the "quiet test."

In the surface force, the noise that a ship transmits through the water is not too important—up to a point. But to a submariner, noise is vitally

important and must be kept to an absolute minimum.

For during the approach stage of a submarine's attack on a surface ship or during its evasive "get away" maneuvers, the sub is the object of intense listening on the part of enemy sonar operators. The submariner's job is to keep any noise from reaching the enemy sonar's extended "ears."

Keeping down the noise level of running machinery (noise is measured in *decibels*, a unit of sound measurement) is primarily an engineering problem. But before the engineer can tackle the problem, he must have a standard. He must know exactly what machinery running at what speeds produces the noise—and beyond what point he

must do something about it. Only then can he take preventive action: installing resilient isolation mountings, flexible pipe connections or damped foundations to prevent such noise from carrying beyond the hull.

There is also an incidental benefit to determining the decibel ratings of any specific piece of machinery. If the noise level of a pump, generator, etc., has increased since the last test was conducted, shipboard engineers can be forewarned of possible mechanical troubles brewing and, by eliminating the cause, prevent a possible casualty occurring at an inopportune time.

To determine a noise standard for each individual type of vessel is the task set before BuShips' Noise, Shock and Vibration Branch. The new acoustic range at Carr Inlet is where the Navy will get its answers.

Finding Carr Inlet was no easy task. The search dates back to 1941 when the need for determining silent running standards for U. S. Navy ships was first felt. Many places were considered but this placid stretch of water was the only one that met all requirements.

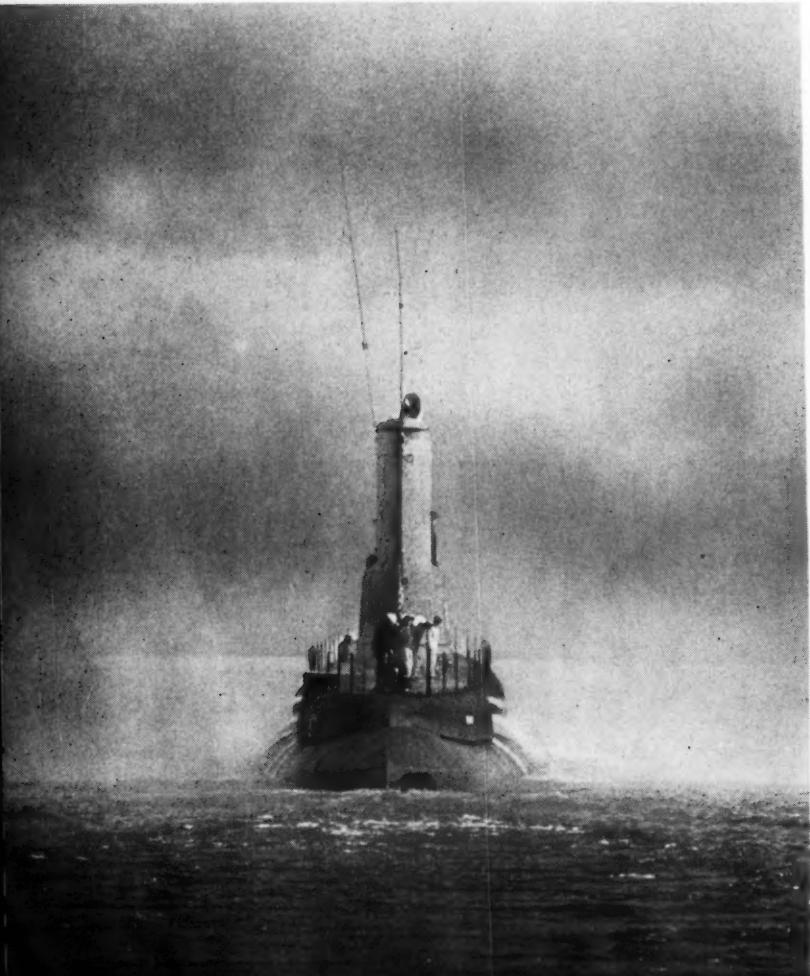
Both the Atlantic Coast and Gulf Coast waters were too shallow—the continental shelf projects far out beyond the coastline. In addition the warm southern waters of the Pacific, Gulf and Atlantic coasts are unsuitable because "fish noises" fill the shallow depths with too much background interference.

Once found, the first step in readying Carr Inlet for the job it so naturally fitted was to drag the inlet to the depth of 300 feet to insure that there were no underwater obstructions which might create embarrassing moments for an unsuspecting submarine under test.

While this was in progress, the Puget Sound Naval Shipyard was converting a steel-hulled non-powered gate vessel 110 feet long and 34 feet wide for her new job as the "control barge," an instrument-loaded floating laboratory.

In addition to the outside chipping and painting to give her a brand new look, the laboratory-barge's interior also underwent a change. Refrigeration and air conditioning equipment was installed. A bank of storage batteries to provide emergency lighting and power was added.

USS BASHAW (SSK 241), a fleet-type submarine converted to a 'killer' sub, was the first to test the acoustic range at Carr Inlet, Puget Sound.



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SUBMARINE CREWS will benefit from acoustic tests. Right: Bluejacket on board control barge collects data.

New tanks partitioned her hull and provided additional storage for fuel and water to sustain the crew of 15 men who would man her as well as the civilian scientists concerned with the tailor-made electronic equipment kept in the instrument house.

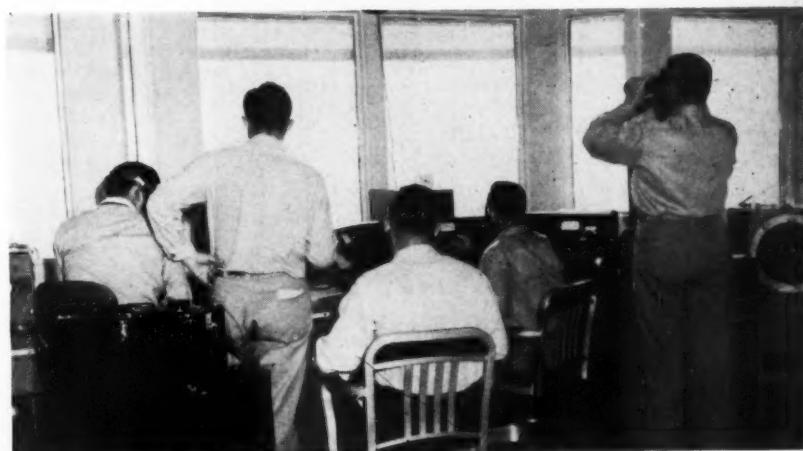
The instrument house, which is the focus of attention when a vessel is being "ranged," is a detachable aluminum "pilot house" mounted above the barge's top deck and lined with specially designed instruments, which receive and record the noises that the hydrophone picks up from the vessel under test.

Here also is the drafting equipment used to plot the course of the ranging vessel from information supplied from an underwater ranging device. Radio equipment is also installed to maintain communication with the vessel being ranged so that orders and information can be transmitted back and forth. Thus the sub, hidden beneath the waters of Carr Inlet, can be given its directions without surfacing.

The unique barge's instrument house is enclosed with thermopane glass in front and on each side to provide an uninterrupted view of the inlet. It is also air conditioned to protect the more delicate instruments from high temperatures during the summer months.

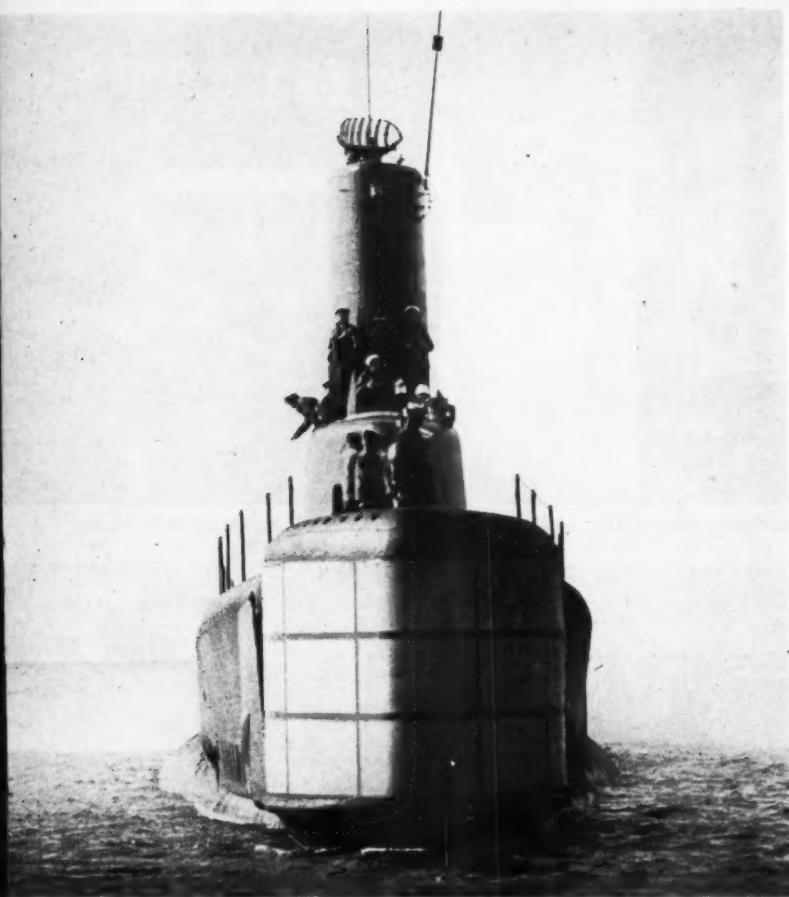
The hydrophone, the big "ear" of the operations, is anchored in a fixed position to one side of the course which the ship or sub under test traces and retraces in its back-and-forth test runs.

This hydrophone is submerged



EXPERTS on barge observe submarine's maneuvers during tests. Below: Non-powered barge was converted to house acoustic ranging instruments, gear.





SONAR DOME of USS *Bashaw* shows prominently in this bows-on photo. Fitted out newest noise-eliminating equipment, she's one of 'quietest subs afloat.'

just beneath the surface with only a mast sticking above the water to mark her spot. The main body of the buoy is submerged to prevent waves from slapping against it and creating a disturbing and misleading noise.

The picked-up noises from the vessel under test are transmitted by the hydrophone suspended to the buoys down through cables that run across the floor of the inlet to the instrument house. The noise first enters a central control console and is directed from there to any particular piece of recording gear that the operator desires.

Perhaps a particular test noise is wanted on tape. If so, it is directed to the tape recorder. Included on the tape will be the ship's name, date and range at which the measurement was made.

An oscilloscope is also one of the

pieces of equipment used — it can visually record the noise from the ship. On the face or screen of the oscilloscope a "frequency spectrum" appears like a wavy line of interference on a radar screen. This can be photographed and the photographs recorded for future analysis.

Recently *USS Bashaw* (SSK 241), a fleet-type submarine, converted to a "killer" sub ran the first test of the new range. *Bashaw* was fresh from the San Francisco Shipyard and carried the newest devices for machinery noise elimination, making her the quietest sub afloat.

The Carr Inlet tests conducted on *Bashaw* took various forms. Several submerged passes were made on the hydrophone with a minimum amount of machinery being operated. Only the generators necessary to maintain power for lights and auxiliary machinery and power for

main propulsion motors which is gained from storage batteries were left running.

Another test was at high speed, with no regard for silence and with all required machinery running. More runs were made at in-between speeds. The idea was to find a compromise between the two factors in order to gain maximum speed with minimum noise.

Various tests on individual pieces of machinery, tests that gain data for both the scientists and the ship's commanding officer, were also conducted on *Bashaw*.

The submarine was suspended at a depth of about 50 feet beneath the surface on wire cables hooked on to her fore and aft and in turn attached to buoys. These buoys were anchored to the bottom by use of wire cables. The submarine rested between bottom and top simulating "hovering."

Hovering is a condition in which a submarine arrives at a theoretical "neutral" buoyancy, in which by use of cold layers and mechanical means, she can lie at a given depth without using bow, stern or rudder. Because very little machinery need be run, her chances of remaining undetected by enemy sonar gear are greatly enhanced. For this reason hovering is particularly useful while lying in wait to ambush an approaching enemy ship, either surface vessel or sub, or while waiting in shipping lanes for one to pass by.

While suspended on her supporting cables, *Bashaw* ran individual pieces of machinery. The noise level of each was computed by instruments on the barge. Machinery may also be run in groups so that it can be determined just how much can be used during any part of an "approach" phase of an attack on an enemy vessel. This gives the submarine skipper a tactical advantage over the enemy and affords him the means of remaining unknown while stalking his prey.

And of course noise testing doesn't end here. There is the question of how much noise a submarine will make and how far such noise will carry while the sub is running on the surface or while running partially submerged on the snorkel.

More ships and submarines will follow *Bashaw*; the results should be a quieter Navy and a greater advantage over enemy vessels.—Howard Dewey, ENC (SS), USN.

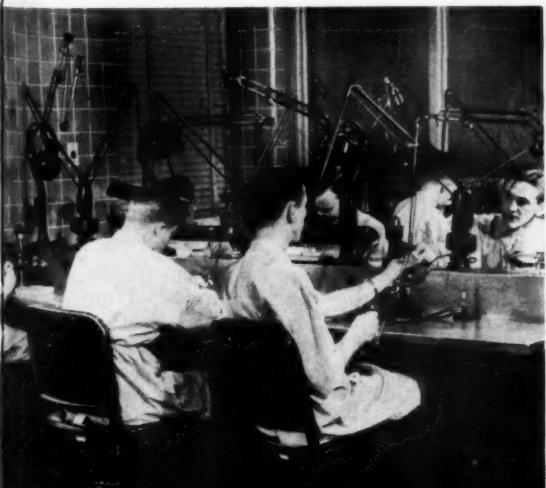
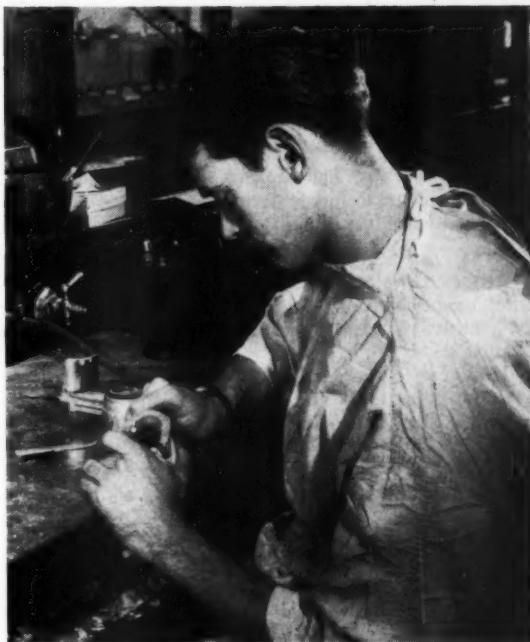
How the DTs Help You

CASTING metal molds is a normally complex job, calling for skill and training, but when the metal used is gold and the mold is a tiny object smaller than a marble, it's a job for a real expert.

That's where the Navy's dental technician comes in. Working with the precision and care of a master watchmaker, he grinds, carves, polishes and otherwise coaxes into shape the precious metals or plastics used in dental appliances—from inlays and crowns to partial and complete dentures. With the details given him by the dental officer, the DT utilizes all the mechanical aptitudes and manual dexterity at his command so that he can make the appliance exactly right for each patient.

Dental technicians undergo a six months' course at a Class "C" school either at NTC San Diego, Great Lakes or Bainbridge, where a maximum of practice with a minimum of "writing and listening" is the rule. In-service training develops their skill in procedures not learned in the Class "C" school and an advanced course at the Naval Dental School, Bethesda, Md., rounds out the program.

Upper left: Students work at "beading an impression" in lab. *Upper right:* Technician trims acrylic denture. *Right center:* Trainee constructs 'biterim.' *Lower right:* Students cast a gold framework. *Lower left:* DT's get "on the job" practice in prosthetic laboratory.



SERVICESCOPE

Brief news items about other branches of the armed services.

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NEW RADAR EQUIPMENT, developed by the Air Force, will tell how successfully broadcasts from long-range transmitters, such as the "Voice of America," are reaching their destinations.

The new device, "Cozi" (Communications zone Indicator), will also indicate approximately how strong broadcast signals are when they get there and may show whether a particular frequency is deliberately being "jammed" with static and interference.

Ordinarily, to test a radio station's signal, it is necessary to interrupt the broadcast momentarily while the radar beam is sent out. The beam follows the same path taken by the radio waves. The difference is that the Cozi beam comes back and tells where it has been and often whether it has run into any interference at its destination. A reading is obtained instantly, and broadcasting is resumed without any appreciable break or loss of time.

The radar device is made in two units, each about the size of a steamer trunk. One is the transmitter, the other the receiver. The Air Force plans to make extensive use of Cozi to increase the efficiency and reliability of its world-wide communications system.

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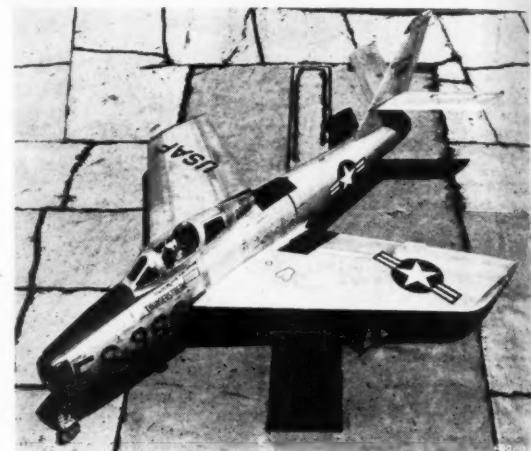
ARMY'S NEWEST PARACHUTE, the T-10, featuring many safety improvements, is replacing the original pioneer parachute which has been in use since early World War II days.

Parabolic in shape, the T-10 is 30 feet wide at its greatest point and 30 feet wide at the skirt of the canopy. This odd shape prevents one 'chute from "stealing" the air from another, thereby permitting two paratroopers to float to the ground side by side without either parachute collapsing. It eliminates almost all the opening shock.

The T-10 is packed much the same as the older 'chutes, the primary difference being that the risers or shroud lines leave the closed parachute first and then pull the canopy out of the back pack. Rate of descent of the new 'chute has been slowed up by four feet per second.



AT FORT HOOD, Tex., the Army lines up its M-41 medium tanks and M-75 personnel carriers for an inspection.



THUNDERSTREAK—The high speed, long range, F-84F is equally adaptable for interceptor or escort missions.

A NEW NAME for the Air Force's RF-84F high-speed, photo-reconnaissance fighter has been announced.

Thunderflash is the name given to the swept-wing, single-jet airplane, "symbol twin" of the F84-*Thunderstreak* fighter-bomber.

Now entering volume production along with the *Thunderstreak* the *Thunderflash* has air-intake ducts located in the wing roots to permit installation of a sweeping variety of cameras in the nose. It mounts four .50-cal. machine guns in the wings for defense against enemy interceptors.

The *Thunderflash* was designed specifically to meet the Air Force's need for a super-fast fighter that can, through sheer speed and maneuverability, slash into enemy territory to obtain intelligence photographs.

An important use of the new "photo-fighter" was made known with the disclosure by the Air Force of Project "FICON."

In FICON, the *Thunderflash* teamed with the giant RB-36 bomber in an aerial composite in which the bomber became an aircraft carrier of the sky. It launched and recovered the photo plane by means of a trapeze mechanism that extends from and retracts into the belly of the RB-36.

In this way the great speed of the *Thunderflash*, which has a range of more than 2000 miles, is given an assist by the 10,000-mile range of the bomber. The fighter is thus able to photograph almost any area in the world by riding the "mother plane" to the fringe of the target area, taking off on its own, and speeding back to the RB-36 for the journey home.

★ ★ ★

THE "AERO JEEP," a new lightweight version of the military jeep, is now undergoing intensive testing pending official acceptance by the Army.

Big feature of the new jeep is its all-aluminum body which weighs only 81 pounds. Magnesium wheels and aluminum parts make it possible to cut down the old jeep's weight by 44 per cent. The entire jeep weighs

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1476 pounds and is three feet shorter than the present jeep. Tests have proved it to be just as rugged, however. It can carry a load of more than 1000 pounds over roads and 500 pounds over the roughest terrain.

Another feature of the new jeep is an 85 per cent interchangeability of parts with the current model.

With a top speed of 70 mph, the new jeep can be used as an ammunition and cargo carrier, a frontline ambulance, a gun carrier, a command car (carrying four passengers) or as a towing vehicle to rescue larger trucks bogged down in mud.

Preliminary tests show the new jeep to have a range of 239 miles, averaging 26.5 miles per gallon.

* * *

AIR-TO-AIR ROCKET GUNNERY will be employed for the first time in an Air Force-wide firing competition at Yuma, Ariz., this month.

Top Air Force fighter interceptor air and ground crews from Air Defense Command's three Air Defense Forces and the Air Training Command will participate in this rocketry phase of the Air Force's Fighter Gunnery Weapons Meet.

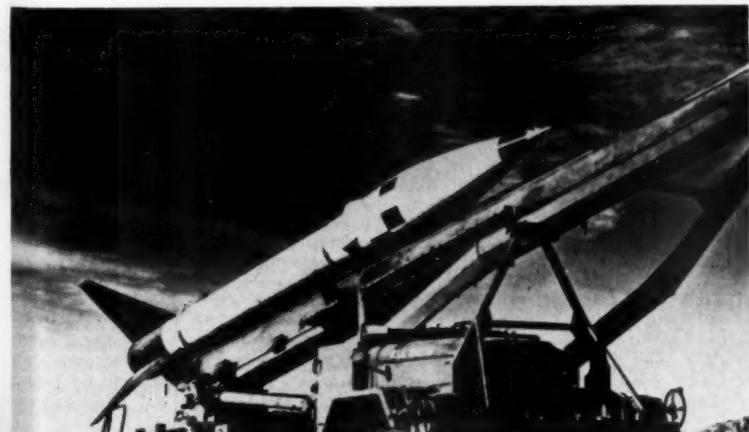
Aircraft to be used will include the three all-weather interceptors now in use—the F-86D *Sabrejet*, F-94C *Starfire* and F-89D *Scorpion*. Each team will consist of eight aircraft and 42 men, including, in addition to pilots and radar observers, ground radar controllers and jet engine maintenance crews.

The competition will not only be a test of air crews' skills but will also involve complex electronic equipment, which must be kept in working order by the technician-members of each team.

Cameras will be mounted in competing aircraft to record rocket flight. The film will be developed immediately and will be used in evaluating the success of any mission. Airborne judges will also observe each mission flown.

At the close of the rocketry phase, a high scoring team will be determined, which will then become the Air Force's first champion in air-to-air rocketry.

'HONEST JOHN,' the Army's free flight artillery rocket, rests on launcher. Right: 'Corporal,' surface-to-surface guided missile, is readied for firing.



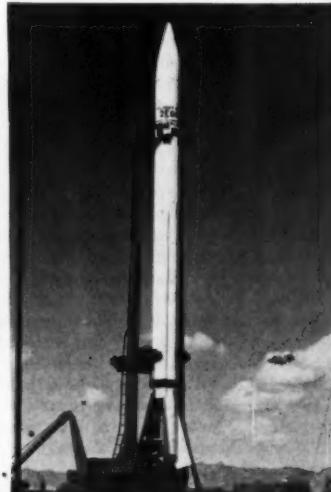
LATEST JET TRAINER to be put into use by the Air Force is the TF-86, a two-seated version of the F-86 Sabre.

RAPID AIR EVACUATION and greater comfort are promised sick and wounded servicemen as the Military Air Transport (MATS) adds the C-131A *Samaritan* to its domestic air evacuation fleet.

Expected to be put into operation later this year, the *Samaritan* is said to be the world's most modern twin-engine mercy mission aircraft, featuring safety, speed and comfort. Among its features, the 235-mph double-duty plane boasts an air conditioned, pressurized cabin that allows many different arrangements of litters and seats. Varying combinations up to 37 seats, or 27 litters and seven seats, can be made. All seats face rearward as an added safety measure.

One flight nurse and two medical attendants normally will accompany armed forces' patients on regular runs.

The *Samaritan* will be used to deliver patients from U. S. ports of entry to hospitals throughout the country and for transfers between hospitals in the U. S. With maximum fuel, the transport's range is over 1600 miles.



LETTERS TO THE EDITOR

Shore Duty for Aviation Ratings

Sir: We have been hearing rumors at our base about the possibility of BuPers extending the tour of shore duty for aviation personnel from two to three years. Any truth to this? We have reason to believe it might be true since many of our men have been here six months or more beyond their normal tour of shore duty—A. E. T., ADC, USN.

• Sorry to disappoint you but the Chief of Naval Personnel does not anticipate any changes to BuPers Inst. 1306.20A regarding extension of normal shore duty tours for aviation ratings. Rotation of enlisted Group IX personnel from shore to sea can be expected after completion of two years' shore duty.

The reason some of your friends are overdue for sea duty is that there are no replacements for them on the BuPers Shore Duty Eligibility list. They must be replaced by personnel in the same rate and rating. They will get their orders eventually.—ED.

Agreement to Extend

Sir: Is it possible to ship from the Regular Navy to the Naval Reserve in order to cancel out an "Agreement to Extend Enlistment," provided a Page Thirteen entry is made to the effect that you agree to remain on active duty for two years?—C. D. C., PN2, USN.

• No procedures have been established which would permit the cancellation of an agreement to extend enlistment of Regular Navy personnel for the purpose of immediate enlistment in the Naval Reserve.—ED.

Rewarding Heroism on Retirement

Sir: I understand that officers are sometimes promoted one rank upon retirement if they hold certain decorations. Is there any similar recognition for enlisted personnel holding these same decorations?—W. A. L., BMC, USN.

• Officers who receive awards which are for "extraordinary heroism" are considered on an individual basis for promotion on retirement. Enlisted personnel who receive awards which are for "extraordinary heroism" are considered on an individual basis for an increase in pay of 10% upon retirement.

For both officers and enlisted personnel, however, determination of "extraordinary heroism" is made by the Secretary of the Navy in each case, and such determination is final and conclusive.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Computing Terminal Leave Pay

Sir: I'm a temporary officer and plan to request reversion to my permanent enlisted rate for transfer to the Fleet Reserve. In that connection I have some unused leave on the books and have come up with a problem.

My disbursing officer tells me that to the best of his knowledge my permanent enlisted rate (CPO) will be used to compute my terminal leave pay. This does not seem just to me, in as much as the leave was earned while serving in officer status. I think I should be paid on the basis of my present rank. Can you clarify this situation for me?—N. A. H., LT, USN.

• If your enlistment expired during the time you held officer rank and you are discharged on the same day that you are reverted to your permanent enlisted status your cash settlement for unused leave will be computed on your temporary officer status.—ED.

NAMT Duty

Sir: In the December 1953 issue of ALL HANDS, an article, entitled "Instructor Duty with Naval Air Mobile Training Program Means Sea Duty Credit in Shore Billett" stated that personnel wishing this duty should reference BuPers Inst. 1306.31. I would like to know if this instruction number is correct. I am on fleet shore duty and I requested this NAMT duty and have made no headway due to the fact that our personnel office cannot locate this instruction.—W. K., AB1, USN.

• BuPers Inst. 1306.31A is the current and correct reference on assignment of enlisted personnel to NAMT Program. This instruction is addressed to Commandants of all Naval Districts and Naval Air Activities in the continental U. S.

Qualified personnel serving on shore duty may request this duty when they are within six months of completion of their shore duty tour. However, present policy does not permit assignment of personnel to this program who are serving on fleet shore duty.—ED.

PacResFit is Shore Duty

Sir: Is duty with the Reserve Fleet on the West Coast considered as shore duty? If so, how can I find out if I'm eligible for it?—V. J. M., MM3, USN.

• Duty with the Pacific Reserve Fleet at any Reserve Fleet Activity on the West Coast is considered the equivalent of "State-side" shore duty and an individual must meet the same eligibility requirements for it as for Fleet Shore Duty. It is suggested that you stop by the personnel office of your ship and ask one of the personnel men to break out ComServPac Inst. 1300.4C to determine your eligibility.—ED.

Rules on Playing National Anthem

Sir: Can you give me any information concerning the rules and regulations governing the use of the National Anthem at sporting events, indoor and outdoor? Also is there any rule saying it must be used when a radio or television station finishes a day's broadcast?—E. E. S., ETCA, USN.

• There are no hard and fast rules concerning the playing of the Anthem at sporting events. The only "must" is that when it is played, it must be played in full. At any sporting event or large gathering of any sort, when colors are presented, the Anthem is played during ceremonies, by the band or orchestra if one is present, or by an organist or recording.

Some radio and television stations do play the Anthem at the end of the day's broadcast. It is strictly the prerogative of the station concerned. However, the procedure of playing the National Anthem after a speech by the President of the United States has long been established.—ED.

Trigonometric Tables in FT Exams

Sir: I would like to know why candidates who take the service wide examination for FT are not furnished with a table of trigonometric functions? The problems in these tests (fire control air and surface problems) require the use of sine and cosine functions to be solved. Can't some provision be made to allow the candidate to use a table of trigonometric functions while taking the test?—T. A. W., FT1, USN.

• You are right, tables of trigonometric functions were not furnished in the Series 8 examinations for the FT rating. However, as you suggested, the future FT examinations will have such tables furnished in the administration of the examination.—ED.

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Harbor Defense Units

SIR: Can you tell me if the Harbor Defense Unit in Los Angeles is considered as sea duty for the purpose of meeting the sea duty requirements for advancement in rating?—M. N., PN1, USN.

• No, nor is it probable that it will be designated as such in the future. Only Harbor Defense Units listed in Part One of the Standard Navy Distribution List, whose geographic location is outside the continental limits of the U.S. as defined in BuPers Instruction 1414.2, are considered as sea duty for eligibility for advancement in rating.—Ed.

Permanent Appointment

SIR: I received a commission as Ensign, USNR, from the Merchant Marine Academy on 21 Jun 1950. I accepted a temporary appointment to LTJG to rank from 21 Jun 1952. A classmate of mine at the academy who had the same date of rank as Ensign recently reported to this command for his first tour of duty.

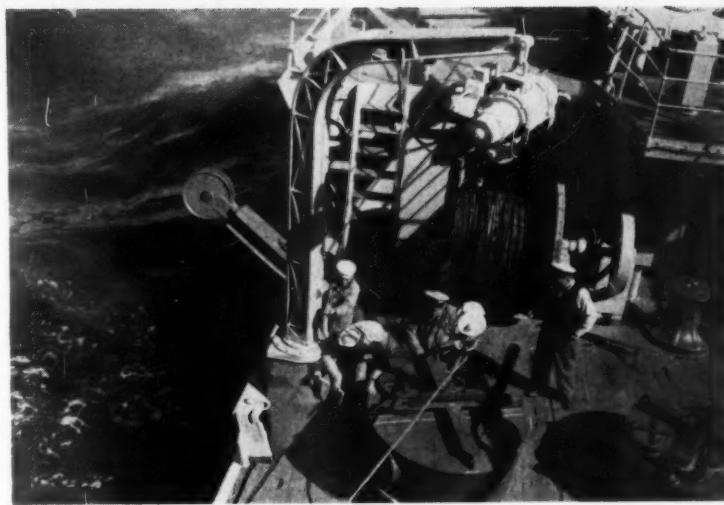
He was offered a temporary appointment to LTJG to rank from 21 Jun 1952 while he was on active duty and this appointment authority terminated on 21 Dec 1953 at which time he had not qualified professionally because he did not earn the required promotion points for officers on inactive duty.

Upon reporting for his first tour of active duty in 1954, he requested from the Chief of Naval Personnel a reappointment to LTJG with an appropriate later date of rank. Two weeks later BuPers sent him his permanent promotion to LTJG to rank from 5 Jul 1952.

I am curious to know how an officer in his status can get a permanent promotion so quickly, after not qualifying for temporary appointment as stated above and what my status is (with the same date of rank as ensign), in regard to a permanent promotion.—R. P. H., Jr., LTJG, USNR.

• An ensign becomes eligible for permanent appointment as Lieutenant (junior grade) on the third anniversary of his date of rank as ensign. You and your contemporaries became due for such appointments on 21 Jun 1953. The date of rank assigned in a permanent appointment is usually the same as the date of rank held in a temporary appointment. In your case, your date of rank will remain 21 Jun 1952 when your permanent appointment is issued.

Since the other officer referred to in your letter was required to be reappointed and had, at the time of his reappointment, become eligible for a permanent appointment (as you were also), he was appointed as a permanent LTJG. Other provisions of law give you the status of a permanent lieutenant (junior grade), and your appointment, although not yet issued, is in the process of preparation.—Ed.



HARBOR DEFENSE duty may or may not count as sea duty—depending on location of Harbor Defense Unit. Men are undergoing harbor defense training.

Dut Undinst?

SIR: On numerous occasions we have received students at the AUW School at Key West, Fla., for duty under instruction, whose orders read "Upon completion of course for further assignment." However, neither their orders nor page 13 of their service record indicates to whom the man is to be made available. My question: To what command should a student, who is received under such orders, be made available? —H. B., YN2, USN.

• BuPers has discontinued the use of the terms "Returnable" and "Non-returnable" as a method of identifying quotas. Instead, the quotas are now simply termed by the type of duty to which the school candidate is ordered—that is, "TAD undinst," "TD undinst," and "Dut undinst." These are the abbreviations, set forth in the "Instructions for the Navy Personnel Accounting System" (NavPers 15,642), for "Temporary Additional Duty under instruction," "Temporary Duty under instruction" and "Duty under instruction."

Courses of instruction 19 weeks or less in duration can be either TAD undinst or TD undinst, but any course 20 or more weeks in duration must be Dut undinst. An enlisted man attending a school on a TAD undinst quota returns to the duty station to which he was permanently attached prior to assignment to school. An enlisted man attending a school on a TD undinst quota can be made available to either ComServLant, ComServPac, ComWest-SeaFront, or BuPers for further assignment, as indicated in the standard transfer order or in the enlisted service record, page 13.

Neither a TAD undinst quota nor a TD undinst quota is a permanent

change of station. However, a Dut undinst quota is a permanent change of station; therefore, a man attending a school under a Dut undinst quota is made available to BuPers for further assignment when he has completed his training or in the event he should not complete the course of instruction.

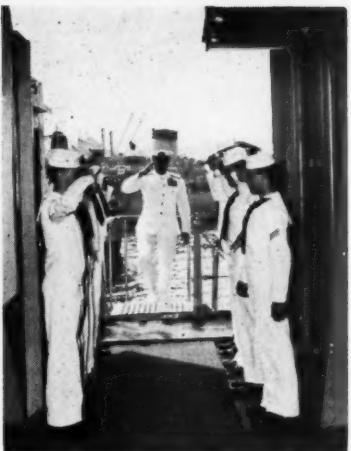
No further assignment should be indicated for an enlisted man attending school on a Dut undinst quota, since such personnel are automatically made available to BuPers for further assignment, and since the phrase "for further assignment," if included in the STO or page 13, may intimate that the persons involved have not been issued permanent change of station orders. Such impression could cause confusion in determination of entitlement to shipment of dependents and household effects.—Ed.

When to Submit SDEL Card

SIR: What is the earliest possible date that a man can submit a request to BuPers for shore duty before completing his tour of sea duty? I have checked through instructions and manuals and have been unable to locate any set time limit. I have heard that six months prior to completion of a tour of sea duty is the earliest date that a shore duty request may be submitted. Is this correct?—F. H. J., YN1, USN.

• Your information is not correct. You must have completed the sea duty required of your rate before you can be put on the Shore Duty Eligibility List. Any requests submitted before that date will be returned and your name will not make the list. Information concerning the submission of requests for shore duty may be found in BuPers Inst. 1306.20A—Ed.

LETTERS TO THE EDITOR (Cont.)



BOS'N'S PIPE and side boys welcome VADM J. J. Clark, USN, aboard USS Yorktown (CVA 10) at Yokosuka.

Piping Over the Side

SIR: This letter is written to request clarification from a good source of the correct procedure for rendering honors upon an official visit. Specifically:

When piping an official visitor over the side upon his arrival, should the pipe cease when the official reaches the upper platform and has saluted the national ensign?—F. R. F., LTJG, USN.

• When piping an official visitor over the side upon his arrival, the pipe should cease when he has passed through the line of side boys.—ED.

Army and Navy Medals of Honor

SIR: Has there ever been, or is there now, any difference between the Medal of Honor awarded Navymen and the Medal of Honor awarded Army men?

I contend that there was or is a difference, not in the ribbon, but in the medal itself. Could you set me straight?—D. W. B., HM1, USN.

• You are right. The present Medal of Honor awarded by the Army is different in design from that awarded by the Navy. However, this was not always true. The original Medal of Honor was the same for both the Army and the Navy and was designed by Anthony C. Paquet. The Navy medal was established in December 1861, the Army medal in July 1862. At that time the suspension ribbon for both medals consisted of a blue band over 13 vertical stripes of red and white.

The Navy Medal was suspended by a foul anchor and the Army for that period by a trophy of crossed cannons, balls, sword and the American eagle, with two cornucopias and the arms of the U. S. as the clasp.

On 23 Apr 1904, Congress provided for a new design for the Army. This 1904 design, the same Medal of Honor

being awarded by the Army today, is a bronze star surrounded by a laurel wreath in green enamel. On each ray of the star is a green oak leaf. In the center of the star is Minerva's head circled by the words, "United States of America." The medal is suspended from a bronze clasp inscribed "Valor," surrounded by an eagle holding oak leaves in one claw and arrows in the other. The reverse side of the medal is inscribed, "The Congress to . . ."

On 4 Feb 1919, Congress authorized a new Navy Medal of Honor for WWI service (1917-1918), which was in the form of a Gold Cross patee (that is, a cross having arms narrow at the center and expanding toward the ends), with a free anchor on each arm. A wreath showing between the arms encircled an octagonal medallion containing the U. S. Coat of Arms within the legend, "United States Navy 1917-1918." The word "Valour" was inscribed on the clasp.

The act of 7 Aug 1942, returned the Navy Medal of Honor to a peacetime as well as a combat award, and also provided "that the design of this medal shall be the same as that adopted in 1861." That first Medal of Honor, identical to the one awarded by the Navy today, is star-shaped in bronze, showing the figure of Minerva (the Union), "wise in the industries of peace and the arts of war." Encircled by the stars of the 34 States of 1861, she holds in her left hand the fasces (badge of authority). The shield in her right hand is driving off the serpents held by the crouching figure of Discord.

The ribbons for the current Medals of Honor of both the Navy and the Army are essentially the same—13 white stars on a light blue field.—ED.

Verifying Service Records

SIR: Wonder if you could give me a little information regarding article B-2306(4) of BuPers Manual.

The article states that the service record will be verified and checked. I take this to mean two persons, as indicated on the inside front cover where the contents will be checked for accuracy "by" and "with" someone.

In this office we have been making this check by having the personnel officer initial in the "with" space and a yeoman stamp his name, rank and service number in the "by" space.

Are we doing it right?—I. P. P., YN2, USN.

• It is considered that the procedure described in the third paragraph of your letter is correct. The date, station and name and rank of the person verifying the record should be stamped in the space provided on the inside front cover of the service record. The person verifying the record should then place his initials in the last column.—ED.

Buttons on CPO Coat

SIR: The chief petty officers of this command have been having quite a discussion concerning the date that the chief's blue uniform coat with three instead of four buttons was authorized. Do you have the answer?—J. F. L., AMC, USN.

• Chief petty officers were authorized to wear the officer-type blue service coat with three gilt buttons by BuPers Circular Letter No. 244-45 dated 17 Aug 1945. A transition period until 15 Oct 1948 was prescribed during which time either the four-button or three-button blue coat could be worn.—ED.

WO Carpenter's Square Insignia

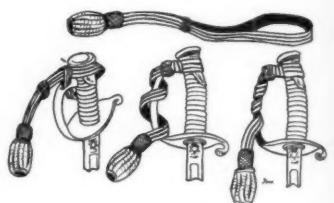
SIR: For some time I've noticed that warrant carpenters attached to the CEC have a different opinion as to the insignia to be worn on the sleeve of the blue uniform above the broken stripe. Some wear the insignia of the CEC while others wear the carpenter's square. Which is correct?—J. W. F., QM3, USN.

• In accordance with Article 0221.2 (b)(7) of "Uniform Regulations," all warrant carpenters are to wear the carpenter's square. This is a change from that previously authorized in the 1947 edition of "Uniform Regulations."—ED.

How to Mount the Sword Knot

SIR: I would like to know how to wrap the knot on the handle of the sword and how the sword is hooked to the belt.—J. E. S., CHMACH, USN.

• Here's how to mount the sword knot: Pass the bight of the lace up through the hole in the guard of the hilt. Take one turn of the knot clockwise around the end of the handle,



outside the guard, then through the eye of the bight, then twice or more clockwise down around the guard and let the knot hang free. Even up the two parts of the lace and draw the lace evenly tight.

With the belt hook passed through the sword slit on the left side of your service coat, hook the top ring of the scabbard onto the hook of the sword belt, with the handle of the sword aft. Then snap the slings on—short one on the top ring, long one on the bottom ring.—ED.

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Computing WO Retired Pay

Sir: I have two questions which I hope that you can clear up for me. (1) A temporary Commissioned Warrant Officer whose date of rank is prior to 1 Jul 1946 and who subsequently is appointed to W-3 or W-4, transfers to the Fleet Reserve as a CPO at some point between 20 and 30 years' active service. On what pay scale is his retired pay computed when placed on the retired list? (2) Are there any retirement benefits to personnel with original temporary appointments to Warrant Officer or officer status after 1 Jul 1946?—E. N. R., CHMACH, usn.

• (1) In regard to your first question concerning retired pay, no positive answer can be given at this time as to what pay grade would be used to compute retired pay upon the completion of 30 years' service. The present laws are not entirely clear on this point. Legislation pending before the present Congress is intended to clarify the matter.

(2) As for retirement benefits to personnel with original temporary appointments to Warrant Officer or officer status made after 1 Jul 1946, legislation pending before the present Congress is intended to permit retirement in the highest rank or grade held while on active duty. At present, there is no provision to permit them to retire in higher temporary rank than that held on or prior to 30 Jun 1946 unless serving in rank at time of retirement.—ED.

Medical Postgraduate Training

Sir: I am requesting additional information on an article in the January 1954 issue of ALL HANDS concerning Reserve medical officers making the Navy a career.

Specifically, if I was accepted for this program after completion of a tour of sea or foreign shore duty, where would I be eligible for a tour of post-graduate training?

If I made application for this program, could I be eligible for a residency prior to my tour of sea duty or foreign shore duty.

Where in the Naval Service could I be assigned a residency in Internal Medicine?—L. R., LT, MC, usn.

• In regard to your first query concerning postgraduate training, as a general rule only career medical officers of the Regular Navy are eligible for assignment to postgraduate or residency training.

In certain critical specialties, however, where there is an urgent need for residents, members of the Medical Corps Reserve may be assigned to training if they have completed two years of active duty as medical officers exclusive of internship, and provided they agree to perform obligated service after completion of training as

Old 'Our Navy' Token Brings Up Subject of Numismatics

Sir: I wonder if you people can give me any information about old coins?

I have one that is called an "Our Navy" coin, dated 1864. It is about the size of a penny and on one side is a ship with 12 stars above it.—S. D. D., USNFR.

• The "coin" you refer to is actually one of the thousands of different "hard times tokens" which came into vogue around 1820 and were in use until shortly after the Civil War. Minted in copper, brass, silver, nickel and other known metals, these tokens were issued by merchants to be used as change when real money was rapidly disappearing from circulation because of extensive hoarding practices. They were never known as money, but served the same purpose. Designs of these tokens were varied, many of

required by current directives. At present one year of obligated service is required for each year of training received in a naval hospital.

The fact that you are eligible, of course, does not in itself assure assignment to duty within the training program. Assignments to specialty training are competitive and are made on the basis of professional qualifications, availability for assignment, and the needs of the service.

As for your second question, Regular and Reserve medical officers in some critical medical specialties may be assigned to residency training prior to completion of sea or foreign shore duty. This again is dependent upon the need for medical officers in the particular specialty in which training is desired.

Residency training in Internal Medicine is provided in naval hospitals located at the following places: Bethesda, Md.; Chelsea, Mass.; Great Lakes, Ill.; Oakland, Calif.; Philadelphia, Pa.; Portsmouth, Va.; San Diego, Calif.; and St. Albans, N. Y.—ED.

Social Security and Allotment

Sir: My mother is a widow living at home by herself. She is totally dependent upon my Navy allotment which the Government sends her. She will be 65 years old next month. Is she eligible to receive Social Security benefits in addition to the allotment she is receiving?—E. H. T., SA, usn.

• Yes. Your allotment will not affect your mother's entitlement to Social Security benefits. However, if the Social Security should be of sufficient amount to provide for more than one-half of your mother's expenses you would no longer be entitled to a basic allowance for quarters on her behalf.—ED.

Your coin is one of several types placed in circulation, at the time of the Civil War, which extolled the fighting qualities of the nation's armed forces. A typical one has the words "Army and Navy" inscribed on one side surrounded with a wreath and bearing a crossed-sabers-and-anchor design at the bottom, with the legend "The Federal Union — It Must and Shall be Preserved" on the other.

An authority in this field of numismatics says that a person who really wished to know all there was to be learned about these hard-times tokens could spend a lifetime on research since there are tokens still coming to light that have never been classified. They are an interesting reminder of American history.—ED.

Byrd Antarctic Expedition

Sir: I have heard several rumors about a medal being awarded to persons who participated in the Fourth Byrd Antarctic Expedition in 1946-47. Can you tell me if such a medal was ever authorized by the Navy?—D. M. H., TE1, usn.

• No. The Navy Department has not established a medal for the Antarctic expedition during 1946-47.—ED.

Duty in Inland Waters

Sir: On 1 Oct 1953, payment of sea and foreign duty pay was suspended for personnel permanently assigned to vessels of the Ninth Naval District (Great Lakes) training squadron.

Since that date we have heard nothing more about whether we were to get sea pay again or if it was to be discontinued entirely. We have a lot of men serving on board this ship who would just as soon return to the fleet as be assigned aboard a ship here with no sea pay.

Also, can you tell me this, if we can't draw sea pay, can we draw commuted rations for the winter period while the ship is tied to a pier all of the time and some of us living at home with our families?—R. M. C., YNI, usn.

• You are not entitled to S&FD pay inasmuch as the Great Lakes are considered as inland waters and members assigned to ships on inland waterways are considered entitled to sea pay only while such vessels are actually operating outside those waters for periods of eight days or more in duration.

As for commuted rations you are again out of luck. Current regulations do not authorize commanding officers afloat to approve commuted rations. In view of the foregoing, the question is answered in the negative.—ED.

LETTERS TO THE EDITOR (Cont.)

Armed Forces Reserve Ribbon

Sir: I'm inquiring as to the legality of a certain ribbon now being sold in various stores throughout the U. S. I saw this ribbon on sale in Norfolk and on the West Coast. It is called the Armed Forces Reserve Ribbon. I cannot find anything in BuPers Manual or anywhere else about it. Could you tell me if there is such a ribbon and if so, what are the requirements to be eligible for it?—R. E. McK., SN, USNR.

• Department of Defense regulations specify that the 10 years' service required for the Armed Forces Reserve Medal may be in any one or more of the Reserve components of the Armed Forces of the U. S., and the years need not be consecutive. However, the qualifying service must have been performed within 12 consecutive years.

The Armed Forces Reserve Medal is worn on the left breast immediately following all U. S. decorations and service medals and preceding all foreign awards. Further information on this ribbon will be contained in a revision of NavPers 15790.—ED.

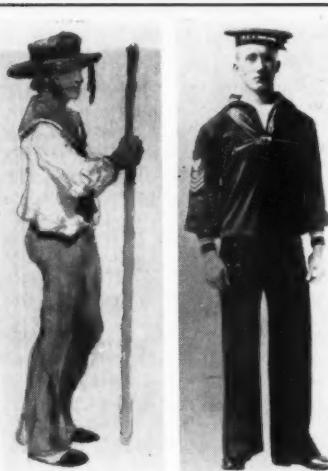
Addressing USNS Military Men

Sir: I am serving aboard a USNS vessel manned by Civil Service employees. The military department aboard numbers some 25 officers and men. The Master of the ship, who is also a Civil Service employee, is addressed as "Captain." My commanding officer is a line lieutenant, with the official title of "Commanding Officer, Military Department." He exercises complete administrative control over the naval personnel aboard. What is the proper title to use in addressing him?

In your "Letters to the Editor" section in the December 1953 issue of ALL HANDS, there was a story which covered USS ships and naval stations very completely but it still leaves me in doubt as to how I should address my CO.—R. J. F., HMC, USN.

• It is not considered appropriate to address the Commanding Officer of the Military Department aboard a USNS vessel as "Captain." Although the Commanding Officer, Military Department, has certain jurisdiction as a commanding officer under the UCMJ, he is considered to be in the category of an Officer-in-Charge. The original orders from BuPers assigns these officers to the MSTS Area Commander for duty afloat. The Area Commander, in turn, orders them to USNS vessels as Commanding Officer, Military Department. In view of this, they should be addressed as "Mister" if a Lieutenant commander and below, or by their rank, if a commander or above.

Although the master of a USNS ship is a Civil Service employee, he is still responsible under international law for the safety of the ship and as such is addressed as "Captain."—ED.



BELL BOTTOMS of another day: At left is depicted a seaman of 1842; at right stands a BM1, 1913-1917.

Bell-Bottom Trousers

Sir: Is there any authentic information available as to the original purpose behind the use of bell-bottom trousers?

I have heard that they were tailored in such a manner so that a person could shed them in a hurry when he was forced to go over the side.—G. W. A., MMC, USN.

• In the book "Naval Customs, Traditions and Usage," RADM L. P. Lovette states that the custom of making sailors' trousers with bell-shaped legs originated from the necessity of rolling the pants legs up when scrubbing decks.

"Navy Uniform Regulations" has nothing to say on the subject except that the various regulations since 1897 have included descriptions of trousers which state that they shall be cut "to fit snugly over the hip and down the thigh to two inches above the knee, from which point downward to be cut bell-shaped and full enough to be pulled over the thigh."—ED.

Fleet Reservist Living Abroad

Sir: At the end of my present enlistment, I will have completed 19 years and six months and I intend to transfer to the Fleet Reserve at that time. As I was married in Australia during the war it is my intention to return to that country with my family upon transfer to the Fleet Reserve. Will the Navy allow me to make my home in Australia and send my retainer pay there? If so will the Navy pay transportation costs for my family and furniture to Australia?—A. L. S., SKC, USN.

• Upon transfer to the Fleet Reserve and release from active duty, you

may select the place you desire as your home under the provisions of paragraph 1150-3, "Joint Travel Regulations." Permission to reside outside the U. S. or its possessions must be obtained from the Chief of Naval Personnel under the provisions of Article H-9303(1), BuPers Manual.

If permission is granted, transportation for you and your dependents will be authorized at government expense. Government transportation will be provided for all or part of the travel outside the U. S., if available, otherwise commercial transportation will be used. Furthermore, if permission to reside outside the U. S. or its possessions is granted, your retainer pay checks will be mailed to Australia.

In regard to the shipment of household effects, the "Joint Travel Regulations" provide that upon transfer to the Fleet Reserve shipment of household goods from the last or any previous permanent duty station and/or place of storage to home is authorized. The term "home" means the place which you select as your home for the purpose of receiving mileage or an allowance for transportation, as the case may be, for your travel.

Accordingly, if you, upon transfer to the Fleet Reserve, select Australia as your home, shipment of household goods, within prescribed weight allowance, may be authorized at government expense.—ED.

Replacing Good Conduct Medal

Sir: During the evacuation of the Philippine Islands in 1942 I had to leave all my gear behind, including my Good Conduct Medal. Will the Bureau of Naval Personnel reissue this medal to me upon request?—L. P. H., ENC (SS), USN.

• It will be necessary for you to submit to the Chief of Naval Personnel (Attn: Pers E3) a statement, sworn to before a naval officer authorized to administer oaths, concerning the facts which resulted in the loss of your Good Conduct Medal.

It is the policy of the Chief of Naval Personnel to replace a medal only in those cases where the original was lost through no fault or negligence on the part of the owner.—ED.

Wearing Dungaree Jacket

Sir: After consulting article 1112 of Uniform Regulations I interpret it to mean that the dungaree jacket is proper uniform without the chambray shirt. Is this correct?—J. D. T., AKCA, USN.

• No. The dungaree jacket without the chambray shirt is not generally accepted. Article 1112 of "Uniform Regulations" will be clarified on this point in a later edition.—ED.

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Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **uss Tulagi (CVE 72)** — A reunion of the officers who served aboard this ship will be held 29 to 31 July in the Chamberlain Hotel, Old Point Comfort, Va. Further information may be obtained from George F. Shinehouse, Jr., 1500 Commerce Trust Building, Philadelphia 2, Pa.

• **82nd Naval Construction Battalion**—The eighth annual reunion will be held 24, 25 and 26 September at the Hotel Statler, New York City, N. Y. Further information may be obtained from Willard F. Johnson, 339 State St., Albany 10, N. Y.

• **WAVES** — The 12th anniversary reunion of the Waves will be held 14 and 15 August in San Francisco, Calif., at the Hotel Mark Hopkins. Inquiries

should be addressed to P.O. Box 45, San Francisco, Calif.

• **Veterans of World Wars I and II**—A reunion of all "Retreads" will be held in Washington, D. C., on 27, 28 and 29 August. For information, contact Ross H. Currier, 108 Mass. Ave., Boston 15, Mass.

• **73rd Naval Construction Battalion**—The fifth annual reunion of the 73rd Seabees will be held 23, 24 and 25 July at the Biltmore Hotel in Oklahoma City, Okla. Further information may be obtained from Art Wendt, 7536 W. State St., Wanwatoska, Wis.; H. L. Summer, 1603 Lewis St., Tulsa, Okla., or Howard A. Timmons, 406 W. First St., Bartlesville, Okla.

• **uss Thomas Jefferson (APA 30)**—All hands who served in this ship, from the crew of 1942 to the present, are invited to attend the seventh annual reunion to be held at the Chamberlain Hotel, Old Point Comfort, Fort Monroe, Va., on 21 August. Additional information may be had by writing to Mr. Billie Short, P.O. Box

404, Phoebe, Va., or TSgt A. H. Fisher, Air Force Liaison Office, Staff, ComPhibTraLant, NAB Little Creek, Norfolk, Va.

• **uss Phoenix (CL 46)**—A reunion of all personnel who served in this ship is planned to be held in Washington, D. C., on 3 October. Please address inquiries to CDR R. W. Mindte, USN, 5000 Park Place, Washington 16, D. C.

• **uss Reid (DD 369)**—Men who commissioned or served in this ship between 2 Nov 1936 and July 1940, and are interested in a ship's reunion, time and place to be decided by mutual consent, please contact R. T. Sneed, 1537 North 59th St., Milwaukee 8, Wis.

• **uss Intrepid (CVA 11)**—Participation in recommissioning ceremonies and a reunion of all hands who served aboard this ship is being planned for 18-19 June at the Norfolk Navy Yard. For details, write to LT James T. Clark, USNR, 844 Washington Building, Washington 5, D. C.

No Five Year Enlistment

SIR: Article C-1402(3) of BuPers Manual reads, "Except when reenlistments for shorter periods are authorized by the Chief of Naval Personnel, reenlistments under continuous service shall be for a term of four to six years, at the option of the individual concerned." Does this mean that an individual who is in all respect qualified to reenlist, could request to reenlist for five years?—R. R. C., PNC, usn.

• The answer is no. What the article in question means is enlistments shorter than four years. You may remember

that at one time the Navy had two, three, four and six year enlistments. Never five years. Unless two and three year enlistments are authorized by the Chief of Naval Personnel, all enlistments are for a period of four or six years, at the option of the individual.—ED.

Medical Illustrating Technician

SIR: I am a hospital corpsman interested in becoming a Medical Illustrating Technician. Can you tell me how to go about it?—G. R. J., HM3, usn.

• Personnel designated as Medical Illustrating Technicians are generally

those who have had considerable training and experience in that field in civilian life. Should you consider yourself as being qualified in this technical specialty, it is suggested that you submit samples of your anatomical drawings to the Chief of the Bureau of Medicine and Surgery via your commanding officer for a determination as to whether or not you are qualified for designation as a Medical Illustrating Technician. You should also forward, along with your anatomical drawings your civilian school accreditations in this work or in other art work in which you may be accredited.—ED.

Superintendent of Documents
Government Printing Office
Washington 25, D.C.

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BuShips: World's Biggest Shipbuilder

The following account on the Bureau of Ships is one of a series being published in ALL HANDS to acquaint the Navyman with the bureaus and major activities of the Navy, each of which serves as part of the organization of the sea-going partner on the armed forces team. Already published in this series is an account of the Army-Navy-Air Force organization in the Defense Establishment, entitled "Teamed Together for National Defense" (April 1953, page 31). Another is the story of the Navy's top management and operational organization, working under the Secretary of the Navy and the Chief of Naval Operations, entitled "How Navy's Top Command Team Operates" (June 1953, page 31). A third article is a report on the operation of the Bureau of Naval Personnel, "BuPers Takes a Personal Interest in YOU" (August 1953, page 31).

Look for more articles in this series in future issues.

SOMETIMES, SOMEPLACE in your Navy career you probably have received or will receive orders saying in part "... proceed to USS Strawbottom, for fitting out and on board when commissioned." This is the Navy's way of saying "New Construction Duty."

With these orders will come your best opportunity



for a close look at the workings of the Navy's Bureau of Ships. This Bureau, like the others, plays an important part in your life. Orders to new construction will show exactly how close and how important "BuShips" is to you.

As soon as you report, your first interest will probably be to get a look at your new ship. So you take a walk past those long piers divided in the middle by crane tracks and cluttered with portable equipment.

Wind your way through hurrying men, twist between lines draped from staging and duck past crane booms. All at once you see it—your ship. It lies naked on the building ways, its frames without covering, its superstructure a scaffolding of bare ribs and cross pieces. Only the stark yellow color of preservative paint covers her metal sides. Over the scene hangs the clamor of riveting guns, chipping hammers and the shouts of men half smothered in the clang of steel on steel.

Standing there, a little awed by all the noise and activity, you wonder about the guiding hands behind this activity that seems to run so helter-skelter without direction. Perhaps you wonder what brought it all about in the first place, who decided what.

Somewhere along the line, even before BuShips was consulted, your ship was conceived, an embryo of an idea. It began in the minds of certain men who occupy high places in the military hierarchy, who work under the Chief of Naval Operations in the Pentagon Building in Washington, D. C.

A number of things can create a demand for a new ship. A potential enemy has brought forth a new ship type—and nowhere in our Fleet do the means exist to meet this threat with a ship of our own equal in firepower, speed or maneuverability. Or perhaps technology has forced mechanical and electronic marvels into the picture. Or maybe a ship is obsolete and additions and alterations to her machinery and equipment are necessary to make her a fighting weapon to sail against the best an invader can offer. Or perhaps new tactics require a new ship of a particular design.



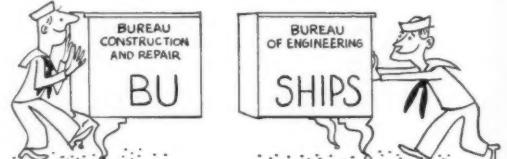
KEN DUGGAN

The idea may start in any of these ways. Once it becomes firm, it is passed on to a group under the Chief of Naval Operations called the Ship Characteristics Board, of which BuShips is one of the nine members. Here the idea becomes a ship; a concept becomes a set of practical characteristics.

It's BuShips' job to design and build the ship to meet these characteristics. There is close coordination between BuShips and SCB in these stages, for as the design develops, harsh reality shows some demands that conflict. These two organizations must decide what can and what cannot be designed into the ship's hull.

There is plenty of room within the BuShips organization for your ship to grow. In its 13 years of operations, BuShips has become one of the largest Bureaus in the Navy Department. (BuShips was created in June 1940 by consolidating the old Bureau of Construction and Repair with the Bureau of Engineering). For the remainder of her lifetime your ship will be the responsibility of this Bureau. It was present at her birth; it will build her. It will maintain and improve her. When her days are over, it will scrap or otherwise dispose of her.

This huge organization is skippered by BuShips Chief



Rear Admiral W. D. Leggett, Jr., USN, who has, as his direct assistants, six Assistant Chiefs of Bureau, who are in charge of several divisions.

Getting Your Ship Started

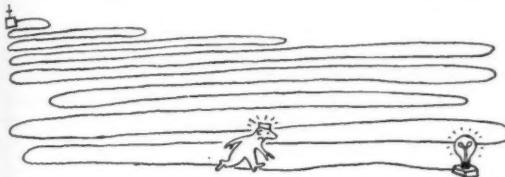
Your ship's growth actually begins in a relatively small part of the Bureau, the Preliminary Design Branch under the Ship Design Division (see the chart under Assistant Chief for Ships). Here, the general characteristics of your ship are roughed out, just as you

would make a preliminary sketch of any object you wanted to build.

Then, one by one, as the design problem broadens out, other divisions under other Assistant Chiefs of the Bureau are brought into the discussion. What metals will be needed in the construction? How about types of wood, rubber, plastics, even gold, silver and precious stones? The Material Control people will find out and report, but more about them later.

Will the Bureau be able to produce or invent the new machines or new equipment needed to perform the functions the Ship Characteristics Board has mapped out? (A large research group helps to provide the answer to this question).

What electronics gear is on tap that is dependable

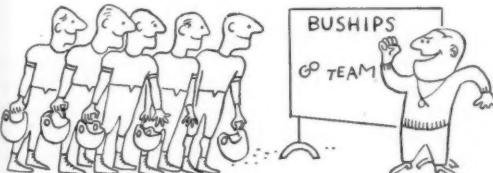


and proven? What about legislation controlling the construction of ships—is there any conflict in the building of this ship?

How about the shipyard or shipyards that will build the prototype of your ship and successive ships. What about the "nuts and bolts" people who will actually be putting the vessel together? Have the shipyards the facilities, the manpower and the time to handle the project in the allotted time?

These are but a few of the problems BuShips faces when it starts to think about building a new ship for your Navy. Soon the answers begin to flow in. Now a second set of characteristics, based on certain changes that have had to be made, is shaped up and sent back to CNO. Is the revised proposed ship okay? Is it long enough? Wide enough? Fast enough? Will it carry enough of the right kind of armament to satisfy the Operations people? Will it cruise far enough?

CNO decides. Maybe a few more changes are made, a few suggestions offered and some headaches eliminated. The time for these preliminaries may be long or brief (probably these records for fast processing were set in World War II when the LST was designed and the



blueprints furnished to builders in a mere 30 days).

Ships Have Characteristics Too

Once the characteristics have been agreed upon and the preliminary design completed, two other branches of the Ship Design Division take up the baton. These are the Hull Design Branch and Machinery Design Branch. Working closely with other experts, sometimes in other bureaus, these branches together whip up the contract plans and specifications which are necessary to give the builder a good idea of what to produce

to satisfy the various needs of the Navy in its missions.

The fourth and final branch under Ship Design is the Conversion Design Branch which has to do with ship conversion. Their work deals principally with the conversion of Merchant Ships to naval use.

So much for the Ship Design Division where your ship is born. Let's look at the other three important divisions under the Assistant Chief for Ships.

Nuclear Power

The newest of these is the *Nuclear Power Division* which was recently moved over from Research and Development. This was a natural move since nuclear power is no longer a dream, but a reality, in Uncle Sam's Navy. This division, naturally, is knee-deep in plans for the utilization of nuclear power for warships and is currently working closely with the shipyard that recently launched *uss Nautilus* (SSN 571) and is now building *uss Sea Wolf* (SSN 575).

Ships Are Typed

No one activity or one person can know all types of vessels and know them well. For this reason the *Ship Technical Division* is divided into separate branches called Ship Branches and Technical Branches.

Ship branches include experts on each type of vessel. There is one for carriers, one for submarines, one for destroyers, one for auxiliaries, and so on. Your



present vessel, whatever it may be, gets plenty of personal attention from one of these groups.

The Technical Branches design and make decisions on your ship's equipment. There are specialists here for each piece of hull, machinery and electrical equipment, for various interior communications and fire control apparatus, for fire fighting damage control, ship salvage, hull and structural arrangements, etc.

Black Gang, Please Note

If you are in an engineering rating, you will be interested in the part of this division that handles the machinery that powers your ship. Piece by piece you can see the engineering plant grow, the boilers installed, the engines mounted, the steam lines run from fireroom to engineroom, the maze of lines, pumps and auxiliaries that go into the high pressure system of today's steam propulsion plants. As an electrician you could follow the miles of cable that must be laid from generators to motors.

Note that these experts are not concerned with new construction alone. For instance, the people in the boiler, combustion equipment and heat exchanger branch also handle everyday problems concerning boilers for all types of ships. Should a boiler accidentally explode, for example, it becomes the immediate concern of this branch. Experts will try to determine the cause of the explosion and, if necessary, redesign the offending piece of equipment to prevent such a misfortune in the future. Efficiency, accuracy and safety are the goals

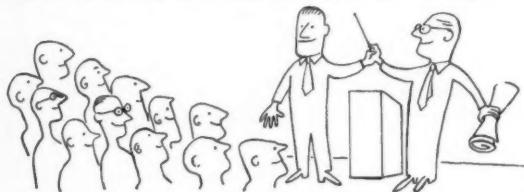
THE STORY OF BuSHIPS

which these technical experts are constantly striving for.

A Lot of Material Goes Into Your Ship

Even before your ship started to take shape, another division, the *Material Control Division* was working to insure that the material necessary for her construction would be available. As we have noted above, this division determines how much of what will be needed to build your ship. For instance, how much steel?

In building the new large carrier, *USS Forrestal* (CVA 59), the experts learned that more than 40,000 tons of steel would be necessary. It's not all one kind



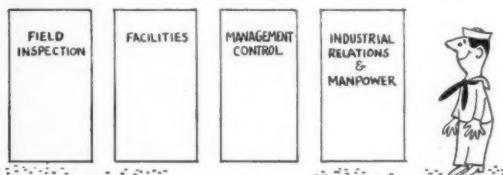
of steel either. Besides carbon steel, there is a good percentage of alloy and stainless steel. Provision must be made so that copper, brass, bronze and other shipbuilding metals are also available when required.

Working the Field

When your ship is in a Navy or commercial shipyard for repairs, you will see part of the activities which come under BuShips' *Assistant Chief for Field Activities*. There are four divisions in this component of BuShips. Collectively they administer the several phases of Navy operations at these shipyards. In the case of commercial shipyards, liaison and inspection of work performed under contract are supervised by a Navy representative who, in turn, is supervised by the Assistant Chief for Field Activities. In the case of U. S. Naval Shipyards, they perform work on Navy ships and also provide transportation, facilities, and equipment you—the ship's complement—need while your ship is in for repair.

The four divisions in field activities are:

Field Inspection Division—This division is responsible for industrial relations and manpower operations in field activities under the management control of the Bureau of Ships, including matters concerning employment, wages and classification, employee relations, la-



bor relations, safety and training, which affect civilian employees. The division also coordinates policies, procedures and action on industrial relations matters at plants of contractors, including such items as work stoppage, wage disputes, production delays, wage and salary stabilization cases, and Selective Service matters.

Industrial Relations and Manpower Division—this division administers civilian labor relations in naval activities. It also handles training of civilian personnel and manages labor relation matters affecting pay, working conditions and such other matters as grievances,

promotions, demotions and incentives.

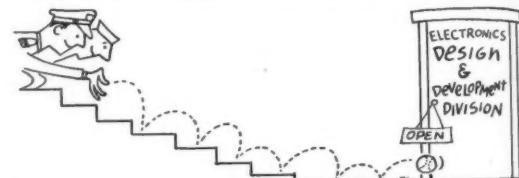
Management Control Division—This division develops programs for the improvement of organization, administration, procedures and methods used by field activities. It determines budgetary requirements, allowances for military personnel, and ceilings for civilian personnel. Further, it recommends allocation of all repair, construction and manufacturing work under BuShips as well as the preparation of mobilization plans.

Facilities Division—This division determines requirements for shipbuilding, ship repair and industrial plant facilities necessary to carry out the work performed by the BuShips field activities. Then it develops tests, determines specifications and procures industrial equipment, machine tools and hand tools for all industrial facilities sponsored by BuShips. It is also concerned with the operation and maintenance of floating dry-docks.

In addition there are certain laboratories which perform research and development work in connection with equipment and material required primarily for ships of the Fleet.

Of Interest to ETs, etc.

If you are an ET you'll be interested in another vital part of BuShips. This one has to do with elec-



tronics and comes under the *Assistant Chief for Electronics*. This administrator has under him five divisions that procure and distribute all electronics equipment for Navy ships. These divisions also make sure that an adequate supply of electronic spare parts exist, and direct the planning of installations, maintenance and allowances of electronic equipment for naval ships and amphibious craft.

Actually some of what they do starts with you, if you're one of the men behind the electronic gadgets aboard ship. If you and your superiors discover a need for something new in electronics, and start the ball rolling, it will make its way to the doorstep of the *Electronics Design and Development Division*.

There's A Lot Behind the Electron

The *Electronic Logistic Division*, taking the ball on the first bounce, determines the requirements for and the means of procurement, production and distribution of the electronic gadget under consideration. When the gadget comes aboard ship, the *Electronics Ship and Amphibious Division* directs the installation, maintenance and allowances. The *Electronics Shore Division* is the counterpart of the Electronics Ship and Amphibious Division for shore-based naval installations.

Another office, the *Electronics Supply Liaison Division*, knowing the existence of this particular equipment, keeps an inventory of it and sees to it that there is an ample supply of such equipment on hand.

If all this sounds fairly simple, it's not. Behind the sound of the official words there is a great amount of sweat-producing work to keep up with the constantly changing electronics picture.

Just Looking for the Facts, Ma'am

New ideas come along and must be incorporated. The Bureau of Ships, like the other Bureaus, keeps its weather eye peeled to discover such new ideas, new applications or new developments that may improve the efficiency or fighting power of your ship—not only in electronics either, but in all fields. Each innovation and change has its own effect on your work and efficiency.

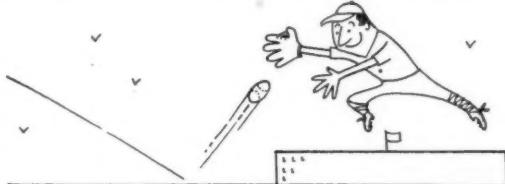
This job is called "research and development"—"research," meaning a study of newly discovered facts, and "development" meaning to unfold these facts more completely, usually with a definite purpose in mind.

The responsibility for research and development in BuShips is delegated to the *Assistant Chief for Research and Development*. He has the following divisions under his control to carry out these responsibilities. Although you may never come into direct contact with these divisions, each one of them has an impact on your life and job in the Navy.

The *Research and Development Planning Division* plans the Bureau's research and development program and determines how much money will be needed to carry it out; the *Materials Development Division*, adapts newly developed materials to Naval use and prepares standards and specifications for a wide variety of materials from fuels and lubricants through plastics, metals, paints, insecticides and even soaps.

Science Applied Here

Then there is the *Applied Science Division*, which investigates methods and techniques for making equipment in our ships more shock-resistant, quieter and



vibration-free; develops camouflage measures and visual detection devices; and analyzes equipment failure data received from the Fleet in order to improve its efficiency and reliability; and the *Technical Information Division*, which gathers, evaluates and distributes technical information for use by the Bureau and its field activities.

Research and development work is carried out in the Bureau's laboratories, or under contract with private industry or universities. Here is a brief outline of the Bureau's eight major laboratories, and the fields they cover:

- **David W. Taylor Model Basin, Carderock, Md.**—Design of vessels, aircraft and weapons; hydromechanics, aerodynamics and structural mechanics. Testing of models in water basins, wind tunnels and water tunnels.

- **Naval Boiler and Turbine Laboratory, Philadelphia, Pa.**—Naval boilers, refractories, turbines, gears, specialized devices and instruments. Testing and development of full scale boilers and steam turbine systems.

- **Naval Engineering Experiment Station, Annapolis, Md.**—Physics, chemistry, metallurgy and electricity, internal combustion engines and special type propulsion machinery, communication equipment and causes of failure of equipment in the Fleet.

- **Material Laboratory, New York Naval Shipyard, Brooklyn, N. Y.**—Electrical, electronic and mechanical engineering, chemistry, metallurgy and physics. Testing, evaluation and development of materials and components.

- **Navy Underwater Sound Laboratory, Fort Trumbull, New London, Conn.**—Sonar, radio, radar, infrared and related physical sciences. Emphasis on underwater sound equipment development and evaluation on shipboard by seagoing scientists.

- **Navy Mine Countermeasures Station, Panama City, Florida**—Countermeasures for mines and tor-



pedoes, methods for locating and destroying mines.

- **Navy Electronics Laboratory, Point Loma, San Diego, Cal.**—Radio, radar, sonar, oceanography, environmental, weapons effects and human factors studies; all types of electronic devices developed, tested and evaluated.

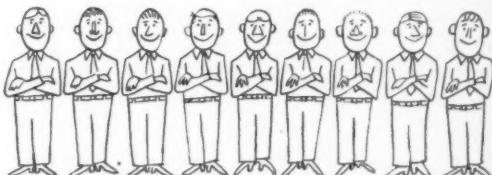
- **Naval Radiological Defense Laboratory, San Francisco, Cal.**—Physical and biological effects of nuclear and thermal radiations on personnel and materials; development of detection devices and decontamination procedures. This spells protection for your ship and you.

Housekeeping and Administration

BuShips also has its *Administration Divisions* called: *Administrative Management*, *Administrative Services*, *Naval Personnel* and *Civilian Personnel*. They are not concerned directly with the building of ships, but handle the "housekeeping" chores, administering photographic services, office services, including mail, telephone, office equipment and supplies, correspondence files, transportation, building maintenance and space, security and printing and binding. They all come under the *Assistant Chief for Administration*.

The Special Assistants

Aside from the Assistant Chiefs and their respective divisions, there are several other offices and special

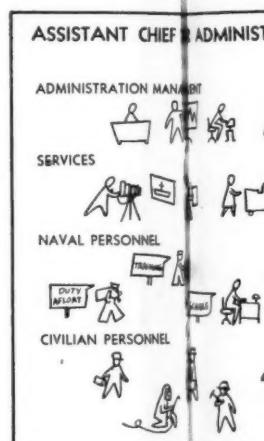
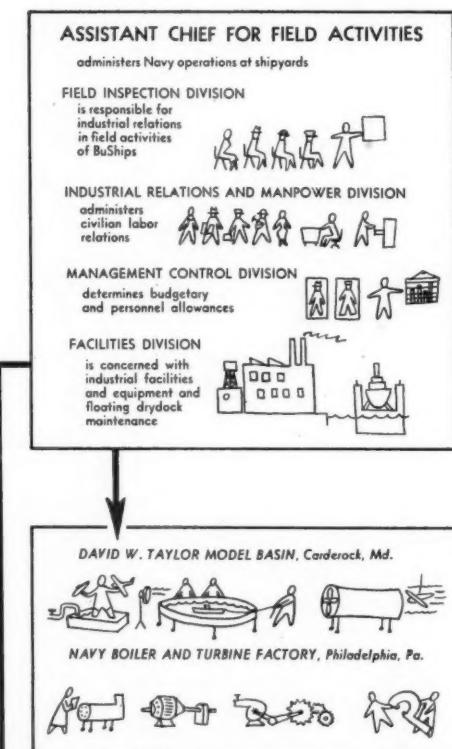
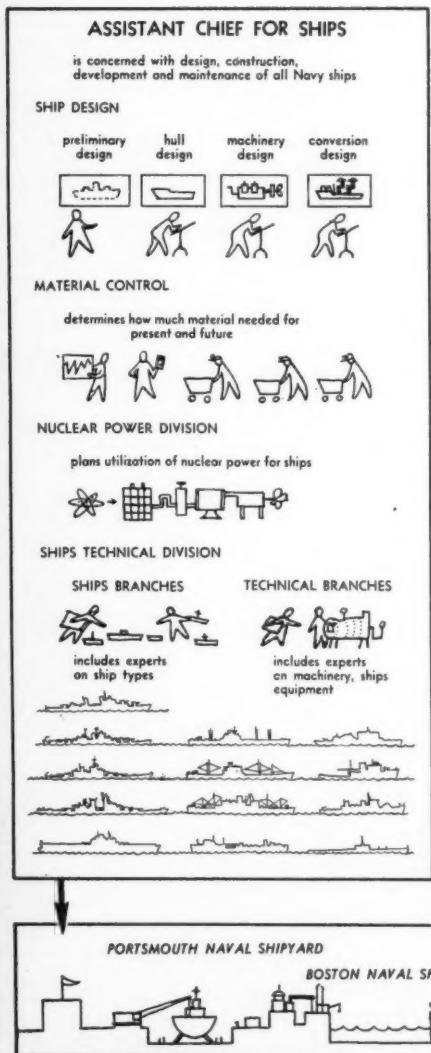
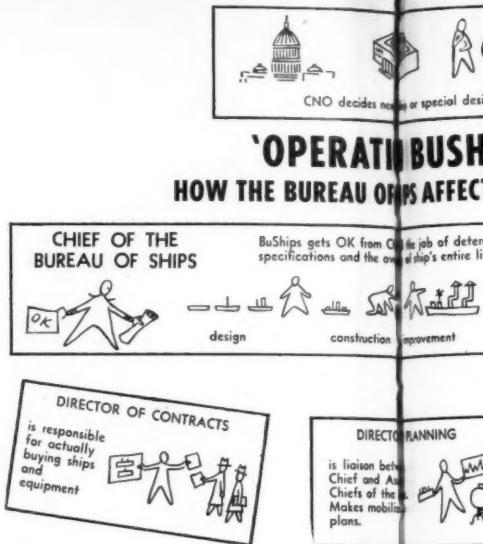
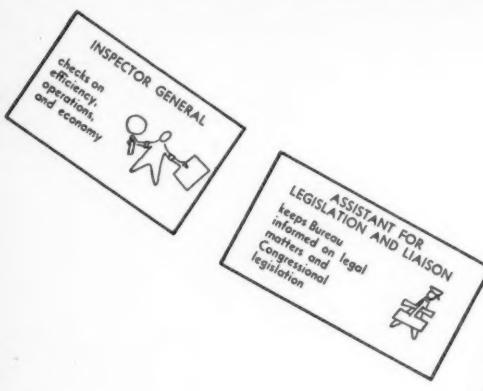


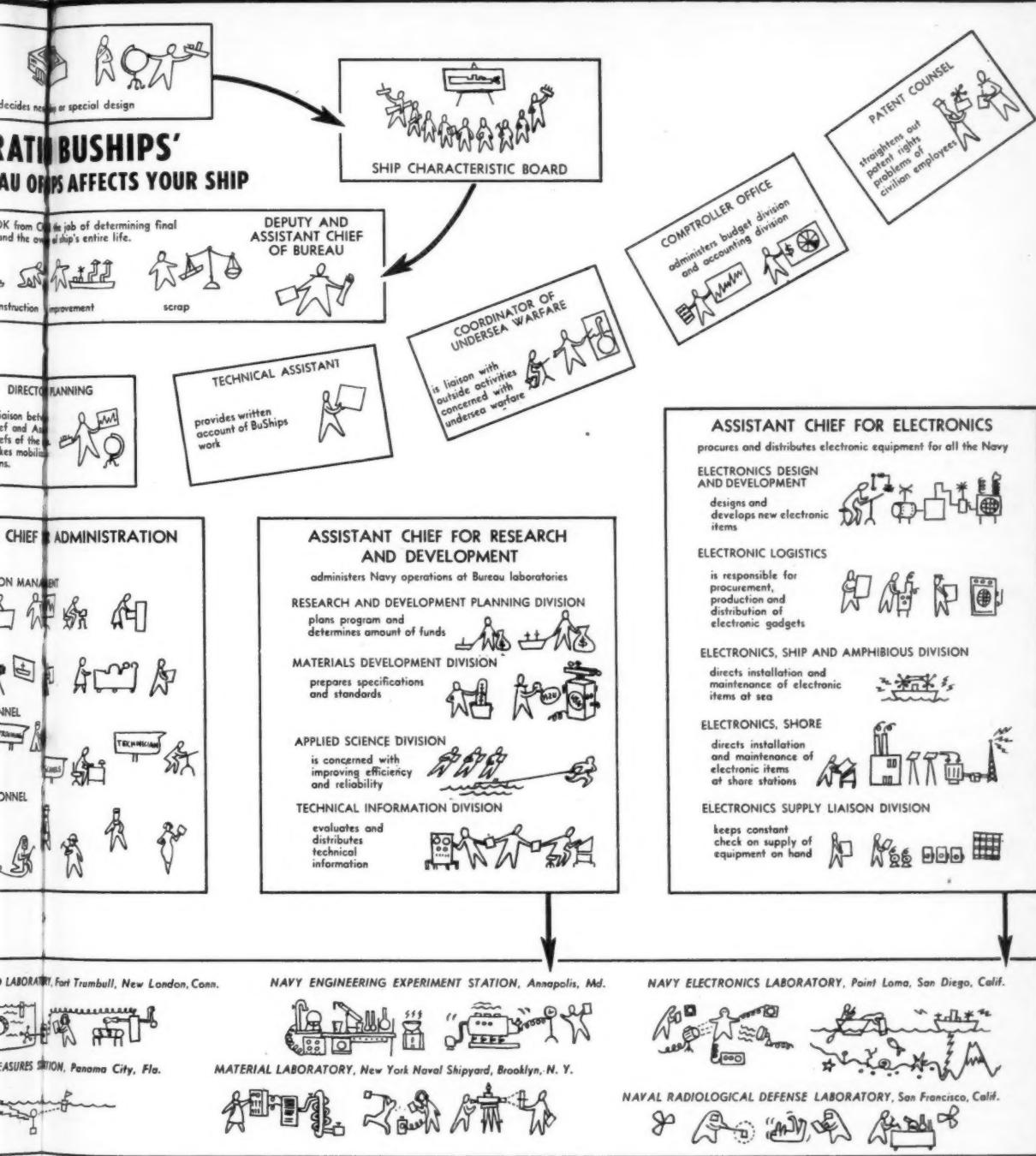
assistants to the Chief of the Bureau. They are:

- **Inspector General**—Generally a senior admiral who serves as the "eyes and ears" of the Chief of BuShips. He inquires into matters concerning efficiency, operations and economy of the Bureau and its field activities.

- **Technical Assistant**—His job is to prepare manuscripts and maintain a written account of various subjects relating to the work of BuShips.

- **Director of Planning**—A coordinating authority
(Continued on page 34)





THE STORY OF BuSHIPS (continued)

between the Chief of BuShips and the various Assistant Chiefs of Bureau. The work, ship design and capabilities of the Bureau must be always concerned with possible mobilization in the event of war and this office keeps such plans current.

• *Coordinator of Undersea Warfare*—This office maintains liaison with other naval activities outside of BuShips concerned with undersea warfare. The design of ships and their capabilities must be kept abreast of advances in submarine design. The task of the Coordinator



and his assistants is to see that BuShips designers are aware of the latest thinking in regards to undersea warfare.

• *Assistant for Legislation and Liaison*—Like an attorney acting on behalf of a client, this office keeps BuShips on a straight and legal path in regards to Congressional legislation affecting the Bureau. In addition, Legislation and Liaison are responsible for other matters including technical information, security review and small business programs.

• *Office of the Counsel*—Provides legal advice to the Bureau on the procurement of material and equipment where there are commercial civilian agencies attached or dealt with so that the Bureau might be protected in its dealings with outside agencies in its procurement program.

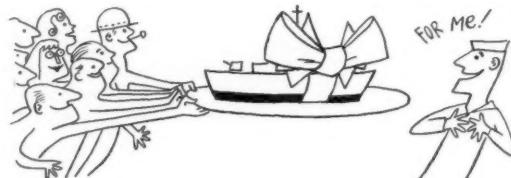
• *Patent Counsel*—If a civilian employee of the Navy Department or BuShips, such as a Navy yard workman, invents something of naval interest, this office straightens out the patent rights involved. Generally

Patent Counsel does not concern itself with the efforts of Navymen, but may be called on for evaluation of anything you as a Navymen submit as your own invention.

• *Director of Contracts*—This division is responsible for issuing invitations to bid on ships and main machinery, electronics equipment and the hull and machinery components which go into ships and boats as well as research and development matters. The division also awards the contracts and administers their execution. In a word, this division is responsible for buying the ships and equipment with which the Bureau is concerned.

• *Comptroller Office*—Consists of two divisions. The *Budget Division* compiles management reports and progress statistics. The *Accounting Division* does the appropriations accounting for higher authority, and the cost analyses of Bureau programs.

That's it—the divisions, branches, units, laboratories, offices and administrative units that together make up the Bureau of Ships. Each has its specific purpose and mission, each mission pointed toward producing and maintaining the best warships in the world.



Coordination, cooperation and organization—these are the key factors, not only within the divisions and branches but also between headquarters and the various field activities, between ships at sea and BuShips ashore.

You have seen how BuShips and many hands together have helped to build your ship and pass it along to you. How it performs—the record it builds in the operating Fleet—is your job.

Oceanograph Laboratory

This month the Office of Naval Research will dedicate a new oceanographic laboratory at Woods Hole, Mass. The laboratory building will be operated by the Woods Hole Oceanographic Institution under contract with ONR.

Erection of the modern, three-story, concrete-frame, brick-face building began early last year under the direction of the Bureau of Yards and Docks. Located on a one-acre tract, the laboratory building contains 26,000 square feet of floor space.

Oceanographic research began at Woods Hole shortly after the Civil War with the establishment of the first permanent sea coast laboratory. As the area was particularly adapted to this type of research, the Marine Biological Laboratory and the U. S.

Fish and Wildlife Service were located there before the turn of the century. Woods Hole Oceanographic Institution was established in 1930.

Early in World War II, the Navy turned to the oceanographic laboratories for help in countering the menace of enemy submarines. There ONR scientists, working on problems ranging from underwater sound to the effect of explosions, helped develop new techniques for undersea warfare that helped the U. S. Navy to win the fight against submarines.

The Office of Naval Research is continuing a strong program of oceanographic research to preserve gains made during World War II and to meet new challenges of undersea warfare. The new Laboratory of Oceanography provides the additional facilities necessary to continue the study.

In addition to their military and operational value to the U. S. Navy, many by-products of the ONR program are of direct benefit to the fishing and shipping industries.

Saves Navy \$25,000 Yearly

Developing a completely mechanized electric accounting form, which eliminates four other forms and transmittal letters, has earned A. L. Szymanski, MAC, usn, a special letter of commendation from the Chief of Naval Personnel.

Less than a month after Chief Szymanski had been assigned to the Personnel Accounting Division of BuPers he came up with the suggestion for a new form to process combined peacetime personnel allowances and wartime personnel complements. It is estimated that this will save the Navy more than \$25,000 yearly.

TODAY'S NAVY

Arctic Expedition

A joint U. S.-Canadian operation will make an oceanographic, hydrographic and biological study of Arctic waters this summer, led by *USS Burton Island* and the U. S. Coast Guard Cutter, *Northwind*.

The two American icebreakers will leave San Diego early in July and are expected to moor at Esquimalt, Canada's Pacific Coast naval base, where they will take on the Canadian party. From there they will proceed to the area of exploration.

Both icebreakers are equipped with helicopters to provide the short-range ice reconnaissance information necessary for easier transit of ice-filled waters.

This year's expedition is a continuation of a study initiated by Canada's Defense Research Board three years ago and marks the second year of joint participation.

It is estimated that the project will be completed late in September. Pack ice along the north Alaskan coast limits operational periods to August and September.

Sailors Make School Shipshape

Wherever U. S. Navymen go they are ambassadors of international good will. A recent example of the Navy's winning ways is the story of two sailors in Japan who used their spare time to repair a Japanese school.

James O. Hedrick, Jr., HM3, USN, and William K. Vititoe, HM3, USN, on duty at U. S. Naval Hospital, Yokosuka, Japan, heard about the run-down condition of a nearby mission school.

When they saw the dilapidated condition of the school, the two sailors decided to turn to and do something about it. Every Saturday for more than a month they donned dungarees and took carpenter tools to the school where they worked with a few industrious students to get the place "shipshape."

For their labors, the pair earned the unending gratitude of the Japanese mission people and the personal thanks of Commander Fleet Activities, Yokosuka.



USS BURTON ISLAND (AGB 1) stopped in ice pack en route to Bering Strait. The Navy icebreaker is scheduled to explore Arctic waters again this summer.

'Operation Tramid'

"Operation Tramid '54" will be climaxed on 19 June when 775 midshipmen from the U. S. Naval Academy and cadets from the Royal Canadian Navy, in company with 2000 U. S. Marines, stage an amphibious landing on the beaches at Camp Pendleton, Va.

The future naval officers and seasoned Marines will "hit the beach" under an umbrella of aircraft. Reinforcement will be supplied by paratroopers from the Army's 82nd Airborne Infantry Division. The landing exercise will be witnessed by approximately 500 cadets from West Point and hundreds of guests.

Prior to the landing, the midshipmen and Canadian cadets will have taken both classroom and afloat in-

structions in all phases of amphibious warfare. The ashore training was given at the U. S. Naval Amphibious Base, Little Creek, Va.

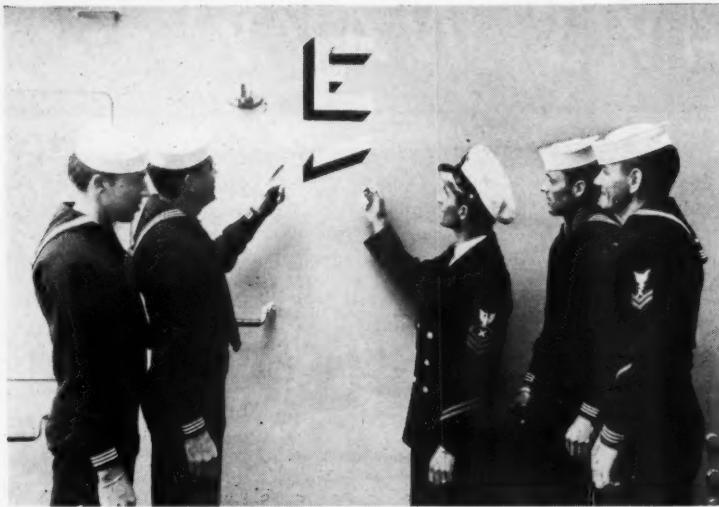
Included in the task force of 35 ships and 14,000 men are an aircraft carrier, a cruiser, destroyers, a cargo ship, attack transports, LSTs, LSDs, LSMRs and other amphibious type vessels. The large combatant ships will provide simulated naval gunfire while aircraft from the Fleet Marine Force and the Air Force Tactical Air Command will provide simulated air support.

The landing will also feature underwater demolition teams of frogmen laying explosives on the beach. Amphibious ships and craft will launch causeways and unload supplies, heavy trucks and tanks.

YESTERDAY'S NAVY



One of the first sea fights of the Revolution took place off the coast of Maine on 12 Jun 1775, when a party of Maine woodsmen in a lumber sloop captured an armed British schooner. *USS Vincennes*, on her maiden voyage became the first U. S. warship to circumnavigate the world. She left New York 3 Sep 1826, rounded Cape Horn to the Pacific and returned, via the Cape of Good Hope, on 8 Jun 1830. U. S. naval vessel *Jeanette*, en route to the North Pole from San Francisco in 1879, was crushed in Arctic ice and sank in June 1881, with a loss of 22 lives.



'EXCELLENT PLUS'—Crewmen of USS *Des Moines* (CA 134) did so well in firing exercises that a 'hashmark' denoting a second award was added to cruiser's E.

Sharpshooting Cruiser

Like the chief petty officer and his crew shown in this photograph, most of the gun crews aboard the cruiser *USS Des Moines* (CA 134) can now stand back and proudly survey a freshly painted "E" on their gun mount, or a new hashmark under the "E" they already have, representing a second award.

After a highly successful gunnery exercise in the Caribbean Sea, the "Daisy Mae" returned with a total of 19 "E's" for her 21 mounts.

The unusual exhibition of gunnery perfection demonstrated *Des Moines'* skill in short and long range firing as well as in antiaircraft and night illumination.

Red-Blooded Navyman

Next time you're asked to donate a pint of blood, think of the example set by Chief Boatswain Lyle W. Livingston, USN, and you'll probably be glad to give. Livingston has donated a total of 68 pints of blood.

If this doesn't sound like much, compare it with this: an average adult, weighing 160 pounds, has approximately six quarts or 12 pints of blood. This means that CHBOSN Livingston has contributed about five and one half times the blood volume of an average adult.

CHBOSN Livingston's donation of 68 pints ranks him as one of the top blood donors in the Navy. His donations have ranged over a period

of 15 years—an average of about one pint every ten weeks.

He has not only set an excellent example for Navymen, but has also recruited many others to donate blood. During 1952-53, while serving as Blood Chairman at the U. S. Naval Base, Philadelphia, Pa., he was instrumental in recruiting 4000 blood donors.

For his untiring efforts in the blood donor program, CHBOSN Livingston has been awarded letters of commendation. At present, he is serving in *USS Randolph* (CVA 15) as Flight Deck Boatswain.

Rescue in Relays

Three U. S. Navy ships in Korean waters ran a "relay race" against time and the weather using a Korean merchant ship as a "baton."

The race began when the merchantman, *SS Centaurus*, ran aground near Pohang, Korea. The ship suffered a gaping hole in the hull and was rapidly filling with water. A jammed rudder hampered efforts to power-steer her off her rocky perch.

USS Grapple (ARS 7), *USS Devastator* (AM 318) and *USS Firecrest* (AMS 10) were ordered to the scene when first word of the *Centaurus'* SOS was flashed over the air.

Firecrest reached the scene first and found the Korean ship free of the rocky shore but imperiled by high seas and winds. In darkness and foul weather, the plucky little mine sweeper managed to get a

heavy line aboard the merchant ship and begin the first lap of the race against time.

Despite the fact that the Korean ship weighed ten times as much as *Firecrest*, the ship and her crew stuck with the job and managed to pull the damaged vessel four miles out to sea.

Then *Devastator* arrived on the scene and picked up the baton, continuing the towing at a steady pace. However, after several hours, high winds forced *Devastator* to disconnect her tow line. She then maneuvered to windward of the damaged ship, assuming a position that kept the wind and high seas from swamping the Koreans.

Shortly afterwards, the larger rescue vessel, *USS Grapple* arrived. *Centaurus* was taken under tow again and pulled into a small cove 14 miles away. Within the shelter of the jagged Korean coastline *Grapple* and her crew repaired the damaged ship's hull temporarily and pumped water from the flooded compartments.

Next day the three "racers" and their "baton" started the long pull back to Pusan, worn and weary, but victorious over the elements.

Ersatz Submarine

Construction will soon start on a new synthetic submarine, which will be completely land-based.

Termed a "submarine simulator trainer" the device will be firmly anchored to a land-based cradle and will dive, pitch, roll and turn with the best of them. Many of the effects, however, will be registered only on instruments inside the trainer.

To be installed at the Navy Submarine School, New London, Conn., the simulator will have all the characteristics of the newer submarines. Crew members will be able to get the "feel" of the various controls when the ship is in motion and if it is improperly ballasted or trimmed, the ersatz submarine will list or dive in realistic fashion.

The instructor's control panel will be capable of reproducing almost any problem that is apt to occur in an operating submarine. At the same time the instructor can keep his eye on the students in the sub through a one-way window.

The entire unit will be housed inside a training building and is the largest device of its kind to be ap-

plied to the training of submarine personnel. The dry-land submarine will be built by a civilian shipbuilding company under a contract awarded by ONR.

'Copter Should-a Stood in Bed

Thanks to a Marine sergeant's ingenuity and a pile of blankets, a skillful pilot was able to bring a helicopter without landing gear to a safe landing in South Korea.

The helicopter pilot, Captain John E. Dunphy, USMC, flying with the First Marine Aircraft Wing in Korea, had his landing gear torn off when an engine failure forced him to make an emergency landing in a paddy.

Mechanics flown to the scene dug the 'copter out of the mud and repaired the engine. However, when he learned that it would take several days to take the vital aircraft back by truck, Dunphy decided to fly it out.

After a successful take-off he flew back to his squadron's landing strip where crash crews and fire trucks stood by as he circled the field waiting for landing instructions.

On the ground the quick-thinking line chief of the squadron, Technical Sergeant Harrison R. Dalzell, USMC, had his ground crewmen collect blankets and stack them in layers on the middle of the strip.

Then, with blades beating and engine roaring, Dunphy gently eased his helicopter down to a safe, cushioned landing on the blankets as leathernecks on the ground cheered.



USS QUINCY (CA 71), reactivated during the Korean conflict, goes back into mothballs after two years of active duty. Cruiser was first commissioned in 1943.

Eggs for the Fleet

If current tests being conducted by the Navy are successful, better eggs will soon be on their way to the fleet.

The Navy is testing two egg products. The first is a "thermostabilized shell egg" which is expected to have 60 per cent longer storage life than the oil-dipped egg now used for overseas feeding. This "new" egg is

passed under a 135-degree oil spray for 15 minutes, causing a thin film of egg white to be formed on the inside of the shell. Thus an additional barrier is provided against the entrance of spoilage bacteria through the normally porous shell.

The second of the egg products is dried eggs. The old World War II dried egg had a characteristic off-flavor due primarily to the breakdown of the glucose in the egg. Scientists have found that this glucose can be removed by treatment of raw egg with a baker's yeast or a special enzyme (a chemical substance, produced in living cells, that can cause changes in other substances without being changed itself. Pepsin is an enzyme). Then the egg is dried down to a low moisture content.

In tests to be run at ComDesLant, both enzyme and yeast-treated eggs will be examined and, in addition, each group will be split into those made from fresh eggs and those made from frozen eggs. If frozen eggs can be used to make dried eggs, drying equipment and labor can be used throughout the year instead of following the present procedure, in which valuable drying equipment and experienced help have to be available for the very short time of the year when the eggs are being produced in large quantities.



GUN CREWS on board the aircraft carrier USS Oriskany (CVA 34) stand by their battle stations during training exercises somewhere in the Sea of Japan.

TODAY'S NAVY

In Touch with Atlantic Fleet

A new 800-foot transmitter tower is being added to the Naval Radio Station, Annapolis, Md.

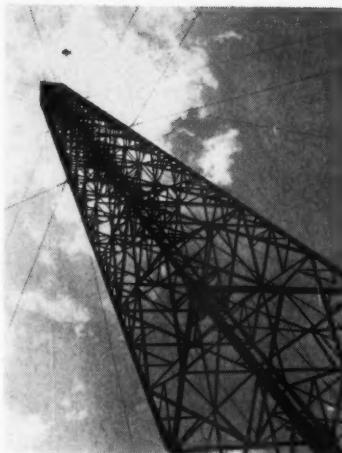
Designed to function as a 50,000-watt radiator, the tower will be 200 feet higher than the Radio Station's standard towers and will be put into use as a low frequency outlet to the Atlantic Fleet.

Shaped like a toothpick, the entire structure, which weighs more than 200 tons, rests on a steel pin approximately three-and-one-half inches in diameter. Eight 850-foot guy lines keep the tower rigid. The guys are galvanized steel bridge ropes one-and seven-eights inches in diameter and are stressed at 95,000 pounds of tension.

The huge shaft is scheduled to go into operation in either June or July of this year and will supplement four other transmitters in sending messages to units of the Atlantic Fleet.

Several transmitters are necessary for this job since some ships may be just off the coast while others are thousands of miles away. No single radio frequency is suitable for all the distances involved and the broadcasts must be transmitted simultaneously on several frequencies to insure that the message is received by all interested units.

Ships cruising in the Atlantic will have their choice, depending upon their position, of any one of five frequencies after the new tower is



TALL RADIO TOWER will reach 800 feet when completed. Spec at top is eight-man crew being hoisted aloft.

operating. As a result, there is no spot in the Atlantic area in which a ship can be out of touch with NRS Annapolis.

Summer Cruises

Summer training is now underway for more than 8800 midshipmen from the U. S. Naval Academy and 52 Naval Reserve Officer Training Corps units.

Designed to give officer candidates an opportunity to "learn by doing," the summer training program includes three major practice cruises for approximately 6100 mid-

shipmen of the first and third (senior and sophomore) classes.

The schedule calls further for a summer of aviation and amphibious training, ashore and afloat, for 2350 members of the second (junior) class. The second class program includes a full-scale amphibious operation and a cruise aboard an aircraft carrier.

Also planned for the summer is specialized training at Quantico, Va., for about 350 NROTC midshipmen seeking commissions in the Marine Corps.

On the First Cruise about 1690 U. S. Naval Academy midshipmen and 1320 NROTC midshipmen of the first and third classes will cover this itinerary in the following vessels.

For the first port of call *USS Missouri* (BB 63), *USS Siboney* (CVE 112), *USS John R. Pierce* (DD 753), *USS Thomas E. Fraser* (DM 24), and *USS Gwin* (DM 33) will visit Lisbon, Portugal. *USS Macon* (CA 132), *USS Leary* (DDR 879) and *USS William M. Wood* (DDR 715) will visit Cadiz, Spain. *USS Des Moines* (CA 134), *USS Steinaker* (DDR 863) and *USS Vesole* (DDR 878) will visit Corunna, Spain. *USS New Jersey* (BB 62), *USS Robinson* (DD 562), *USS Healy* (DD 672) and *USS Sigourney* (DD 643) will visit Vigo, Spain.

For their second port of call *USS Missouri*, *USS Siboney* and *USS New Jersey* will visit Cherbourg, France. *USS John R. Pierce*, *USS Des Moines*, *USS Steinaker* and *USS Vesole* will visit Antwerp, Belgium. *USS Thomas E. Fraser*, *USS Gwin*, *USS Robinson*, *USS Healy* and *USS Sigourney* will visit Le Havre, France. *USS Macon*, *USS Leary* and *USS William M. Wood* will visit Rotterdam, Netherlands.

Approximately 1760 NROTC midshipmen of the first and third classes not scheduled to participate in the First Cruise will make the Second Cruise in a training squadron consisting of two groups.

The first group, including *USS Wisconsin* (BB 64), *USS Eugene A. Greene* (DDR 711), *USS Bordelon* (DDR 881), *USS Coates* (DE 685), *USS Parle* (DE 708), *USS Thaddeus Parker* (DE 369) and *USS Burdo* (APD 133) will visit Glasgow, Scotland; and Brest, France.

The second group, including *USS Worcester* (CL 144), *USS Darby* (DE 218), *USS Coolbaugh* (DE 217), *USS Loeser* (DE 680), *USS Delong* (DE 684) and *USS William R. Rush* (DDR 714) will visit Dub-



BOND OF FRIENDSHIP—Men of Royal Hellenic destroyers *Doxa* and *Niki* give thanks to crew of *USS Juneau* for gifts of clothing to children of Greece.

lin, Ireland; and Portsmouth, England.

The Third Cruise of the summer training program will be for 1360 Contract NROTC seniors who will sail in a squadron consisting of the heavy cruiser *USS Pittsburgh* (CA 72) and the antiaircraft cruiser *USS Juneau* (CL (AA) 119), four destroyers and seven destroyer-type vessels. The squadron will visit Quebec, Canada; and Havana, Cuba.

Amphibious and aviation indoctrination will be given for about 775 USNA midshipmen of the second class and for about 1575 NROTC juniors. The aviation training will be conducted at Corpus Christi, Texas, the amphibious training at Little Creek, Va.

At the conclusion of the amphibious training one half of the Naval Academy second class will board an aircraft carrier for a three-week cruise which will include a visit to Halifax, Nova Scotia. During that same three weeks the other half of the class will receive aviation training at the Naval Academy and will make visits to the Naval Air Test Center, Patuxent, Md., and to activities in the Philadelphia area. At the end of the three-week period the group ashore will go afloat and the group afloat will come ashore.

Return to Iwo Jima

The Navy and Marine Corps played a return engagement in the Pacific recently with the stage an old familiar battle ground—Iwo Jima.

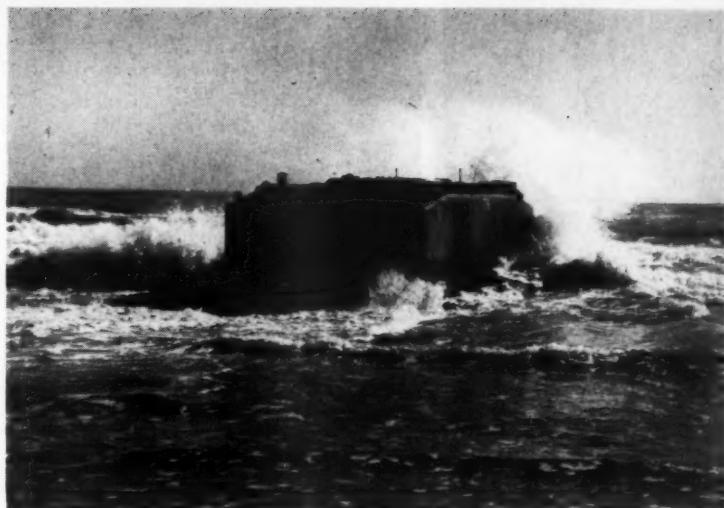
Over a two week period, Task Force 90, the Seventh Fleet and the Third Marine Division conducted a training exercise which included a mock invasion of the rocky island, aerial warfare and sea battles.

Military observers from most major U. S. commands in Japan and Korea, the Republic of Korea and the Republic of China witnessed the Iwo landings from various transports and warships.

Umpires and evaluation teams on the island regulated the progress of the engagement between the "invaders" and the "aggressors."

The simulated battle problem was based on a situation in which an enemy had gained control of many important strongholds on the island. It was the job of the "invaders" to take Iwo away from them.

The Marines went in in waves, following a simulated bombardment



THROUGH THE SURF goes Marine Corps' new assault vehicle, LVTP-5. Designed to replace the old LVT, it is faster, more maneuverable and has a wider range.

of the island by the Seventh Fleet units and rocket-firing ships and aircraft.

To many of the Marines taking part in the exercises it was like old home week. The Third Division had participated in the original assault on Iwo in World War II.

New Version of Neptune

A new improved version of the *Neptune*, the P2V-7, has been put into full production and will soon be added to the Navy's anti-submarine force.

A harder hitting, more elusive model than any of the earlier *Neptunes*, the P2V-7 is lighter in weight and will have the highest performance of any model of the plane.

Equipped with the latest radar and ASW gear to track down submarines, the new model will pack both depth charges and bombs to destroy the undersea raiders once they have been located.

The increased speed of the P2V-7 is a direct result of two things: Wing-mounted jet "pod" engines which supplement the two regular turbo-compound power plants; and a decrease in weight.

Major design changes are evident in the entire forward fuselage area, where the pilot and co-pilot now have an enlarged work area.

Other innovations are a newly designed and faster operating nose landing gear redesigned wing tip tanks and rearranged interior components.

Amphibian Assault Vehicle

The Marine Corps has come up with a new improved amphibian assault vehicle to replace the old LVT (Landing Vehicle Tracked), which put thousands of Marines ashore in World War II over the treacherous reefs of Pacific atolls.

The new model, the LVTP-5, combines the amphibious qualities of the old LVT with improved speed, range and maneuverability to give future Marine assault forces a mechanized capability never before attainable in the initial phases of an amphibious operation.

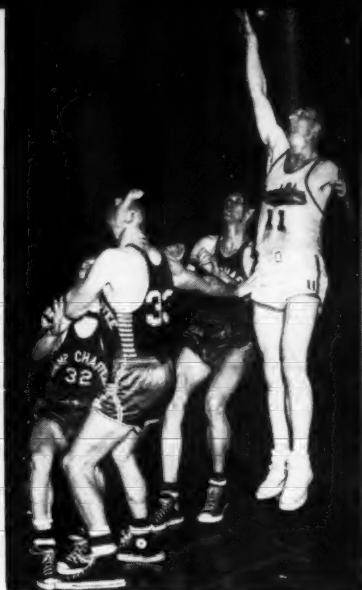
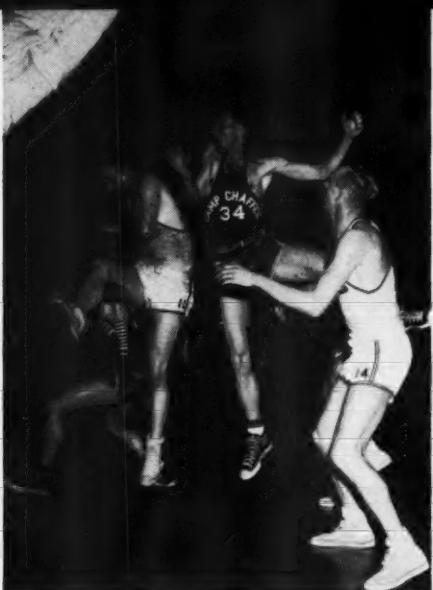
Manned by a crew of three, the LVTP-5 is an armored personnel and cargo carrier that can hit the beach with more than two squads of combat-ready Marines in faster time than its World War II predecessor could.

New Hunter-Killer Plane

A new knock-out punch was added to the hunter-killer forces as the S2F-1 completed its carrier qualification aboard *USS Mindoro* (CVE 120).

The S2F-1 is designed as a single-package, hunter-killer aircraft capable of performing the ASW mission heretofore assigned to two aircraft.

Flown by pilots from NATC Patuxent River, two of the S2F-1s went through their paces, convincing observers from BuAer and the Test Center that the plane more than fulfilled the necessary qualifications.



INTER-SERVICE CHAMPS—Andrews AFB beats Quantico Marines (far left). NTC Great Lakes nosed out Camp Chaffee.

Navy Cagers Place in Inter-Service Finals

NTC GREAT LAKES, Navy's representative in the second annual Inter-Service Basketball Tournament, battled its way to the finals only to lose out 91-66 in the championship game to a star-studded Andrews Air Force Base team. Great Lakes had been tabbed as the tournament's dark horse.

In the preliminary game of the single elimination tournament, Great Lakes defeated the Army's Camp Chaffee 90-84. In the other first night game, the hard-luck Quantico Marines again failed in their bid for All-Service honors as they lost to Andrews Air Force Base, Md., 81-77 despite a 39-point production by "Peerless" Paul Arizin.

In the championship game, the Andrews AFB "Rockets" jumped to a 15-11 first quarter lead and were never headed although the spunky Great Lakes squad did move to within four points shortly before the half ended when Andrews moved ahead 36-28.

The red-hot Rockets from Andrews hit on 49 per cent of their field goals while the Great Lakes Bluejackets made good on only 30 per cent of their shots. Combined with this accurate shooting, Dick Knostman, 6-ft. 6-in. Air Force center joined forces with teammate Duane Enochs to take complete control of the boards for the winners. Knostman was also high scorer for

his team with 21 points while Enochs added 16 markers.

For the Navy, Carl McNulty, SA, USN, Harvey Fromme, SA, USN, and Jerry Dwyer, SA, USN, each scored 13 points while Billy Preston, SA, USN, tallied 11 points.

Richie Regan and Paul Arizin paced the Quantico Marines to victory in the consolation game. Regan tallied 29 points and Arizin added 24 as Quantico dumped Camp Chaffee 89-80.

Army's Camp Chaffee, Ark., outfit, a "Cinderella" team in that they weren't organized until 1 Mar 1954, gave Great Lakes a run for their money in the preliminary game. At the end of the first stanza, Army led 22-18 but the smooth operating Great Lakes five stormed back in the second period to go ahead 41-39 at intermission.

The game was knotted 12 times. It wasn't until Camp Chaffee's ace center, J. C. Maze, left the game via the foul route that Great Lakes was able to control the boards and take a lead they never lost. At the three quarter mark, Navy had maintained their two-point half-time advantage, 62-60.

The Army's team aggressiveness under the boards proved its downfall as both teams scored 34 times from the court, but Great Lakes had a 22-16 advantage from the free throw line which provided the Blue-

jackets with their 90-84 lead when the final whistle sounded.

Carl McNulty led Navy in scoring with 23 markers while Harvey Fromme added 16. Chuck Stickles with 22 points and Gerald Moore with 17 were top gunners for the Army.

The other preliminary game pitted the Air Force champions against Quantico, All-Marine titlists, with Andrews AFB winning 81-77. Little (5-ft. 10-in.) Bobby Watson led his Air Force mates to their third victory of the season over the vaunted Quantico Leathernecks. Two of the Air Force victories had come during the regular season.

Watson showed astounding dribbling ability late in the game to thwart any Marine bid to take the lead, and also scored 20 points toward the winner's cause. Jim Mooney, with 15 points, was the only other effective shotmaker for the Marines, outside of Arizin.

Leatherneck Paul Arizin, former Villanova All-America and NBA star, was voted the "Most Valuable Player" in the tournament. Arizin set a new tournament single-game scoring record with his 39-point effort against the Air Force and also wound up as the high scorer in the tourney with 63 points for the two games.

Navy was the host service for the tournament and more than 6000

fans were held at week end. fans had a great game. M. enjoyed Lakes fact that Sea Ser-

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fans witnessed the two-day affair held at NTC Great Lakes, Ill. A week earlier, Great Lakes basketball fans had been treated to two excellent games in the All-Navy tournament. Making the games even more enjoyable, at least as far as Great Lakes fans were concerned, was the fact that their home team won the Sea Service championship.

ALL NAVY BASKETBALL

It took two years, but NTC Great Lakes finally made the top rung as they defeated the "Invaders" from ComPhibPac for the All-Navy championship. Last season, Great Lakes lost out in the Sea Service finals against the NAS Los Alamitos outfit. (Los Alamitos went on to win the first annual Inter-Service basketball title).

The Great Lakes hoopsters used the free throw line for a 21-point margin and scored a 91-74 victory over PhibPac in the first game of the All-Navy. The Invaders from San Diego outscored the Bluejackets 62-58 from the floor.

Great Lakes took a 6-5 lead early in the first quarter and was never headed. At intermission, the Bluejackets sported a 45-30 lead.

In the third quarter, Monte Gonzales and Roland Minson paced the PhibPac 28-point splurge as the Invaders sliced Great Lakes' lead to eight points at the three quarter mark.

PhibPac continued their hard uphill struggle and moved within three points, 74-71, with six minutes left in the game. But then, the proverbial roof fell on the Invaders. Great Lakes blasted the game wide open as they scored 15 straight points while PhibPac was able to add but three markers before the game ended.

Carl McNulty and Harvey Fromme sparked Great Lakes, scoring 28 and 22 points, respectively. For the Invaders, Leroy Bacher chalked up 17 points while Dave Anderson had 14 and Roland Minson, 11.

The second game of the best-of-three series proved to be one of the most thrilling contests ever staged in any All-Navy tournament. At the end of the regulation time, the two teams were dealocked at 76-all. As in the first game, PhibPac outscored the Bluejackets from the floor but lost 13 valuable points from the charity line.

PhibPac leaped to a 21-15 lead by

the end of the first quarter but Great Lakes rallied in the second stanza to take a 40-36 half-time lead. As soon as hostilities were resumed, PhibPac tied up the score and from that point on, the score was tied 12 different times.

With the score knotted at 76-76, and only seconds left in the game, Roland Minson of PhibPac tried a field goal which fell short and to the left of the basket to set the stage for the climactic overtime.

Great Lakes was not to be denied. When the overtime began, the PhibPac players barely got to touch the ball as Great Lakes sizzled the cords with eight straight points. This scoring spurt secured the second game and the All-Navy championship for the Bluejackets with a 91-84 victory.

The PhibPac Invaders were handicapped in the overtime in that four of their players were out of the game on fouls and three others had four fouls against them. This, however, can't detract from the tremendous spirit and determination displayed by Coach E. L. Ahlwardt's NTC Bluejackets.

McNulty took the All-Navy tournament scoring honors with 55 points followed closely by teammate Fromme with 46 points. Dave Anderson and Leroy Bacher were high for PhibPac, each with 34 points for the two games.

In the All-Navy semi-finals, ComPhibPac won the Western Navy title while Great Lakes repeated this year as Eastern Navy champion.

Here are the other district and fleet champions throughout the Navy:

- First N.D.-NAS Quonset Point, R. I.
- Third N.D.-Cape May, N. J., Coast Guard.
- Fourth N.D.-NSD Bayonne, N. J.
- Fifth N.D.-NTC Bainbridge, Md.
- Sixth N.D.-NAS Jacksonville, Fla.
- Eighth N.D.-NATTC Norman, Okla.
- Ninth N.D.-NTC Great Lakes, Ill.
- Eleventh N.D.-ComPhibPac.
- Twelfth N.D.-NAS Alameda, Calif.

• Thirteenth N.D.-NAS Whidbey Island, Wash.

• Fourteenth N.D.-NAS Barber's Point, T.H.

• Seventeenth N.D. - Kodiak, Alaska.

Eastern Naval District Champion

-NTC Great Lakes.

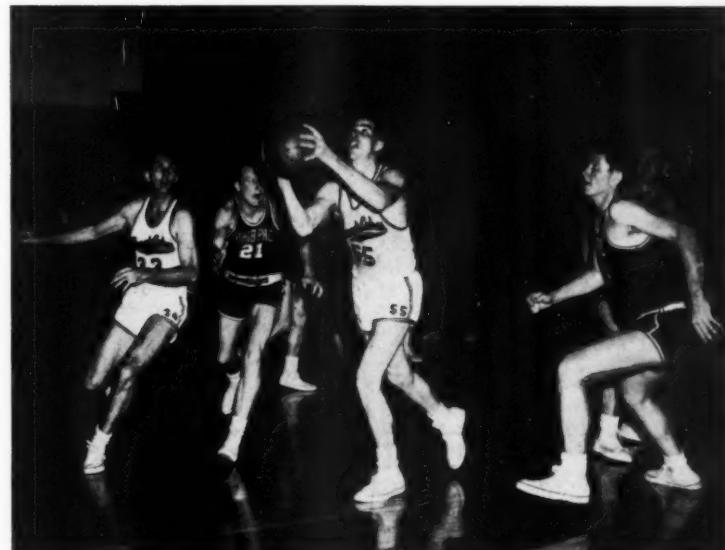
Western Naval District Champion

-ComPhibPac.

Pacific Fleet Champion - NAS Barber's Point, T. H.

Atlantic Fleet Champion - Com-

ServLant.



ALL-NAVY TITLISTS—NTC Great Lakes defeated ComPhibPac 'Invaders' for All-Navy crown. Great Lakes star, Carl McNulty, SA, USN, scores two points.

SIDELINE STRATEGY

SUMMERTIME Navy anglers are busy oiling their reels, dreaming of the big ones that are to be caught, and reminiscing about the "big ones that got away" last season.

When it comes to fish-tales, however, SSgt Roland L. Lowe, Marine Corps Supply Depot at Camp Lejeune, N. C., takes a back seat to no one. Lowe has the proof of this tale, too, in the 12-pound large-mouth bass he tangled with at Catherine's Lake, N. C., recently.

"This must be a record artificial-bait catch for the states," said Lowe, who in 1951 topped all Tarheel fishermen by hauling in a 10-pounder.

The giant fresh-water bass, measuring 27 inches in length and boasting a full 24-inch girth, struck on the third cast, recalls Lowe, who has a "sure-fire method" for hooking the big ones. The method, used exclusively at night, has already accounted for 10 bass, each topping 10 pounds.

There's one secret Lowe doesn't keep to himself, though. "It's all up to the fisherman," he confides. "You've got to have patience."

★ ★ ★

Another sport which will attract thousands of Navymen this summer is golf. More and more sailors are being initiated into the sport every year. Witness the new golf course recently opened at NAS Whidbey Island, Wash., and another trick 9-hole layout to be opened late this summer at

the Amphibious Base, Little Creek, Va.

The naval service has always had some of the top golfers in the nation. Two ex-white hats are now gaining national headlines for their accomplishments in the pro circuit. Former Seamen Gene Littler and Bud Holscher recently competed in the Master's Tournament in Augusta, Ga.

Out California way, James Key, 22-year-old NAS Alameda sailor made headlines when he set a new medalist record in the 28th annual Alameda Commuters' Golf Tournament, firing a scorching six-under-par in the qualifying round.

Playing over the Alameda Municipal course, Key chalked up 12 pars and six birdies as he scored a 65 over the par 71 layout. The record is all the more remarkable because of the fact that a strong wind was whipping across the links and the recently rained-on greens had dried hard and fast.

Using his hot putter to good advantage, Key holed putts of 10, 14 and 16 feet. Key is no newcomer to the amateur tournaments.

Last year, he was one of the two Navymen invited to play in the famed Bing Crosby Golf Tournament at Pebble Beach where he placed third among the amateurs. As captain of the NAS Alameda golf team, Key led his outfit to the 12th Naval District championship — Rudy C. Garcia, JO1, USN.



Basketball Roundup

Before the final whistle on this year's basketball season, here are a number of records compiled by various ships' teams that deserve mention. Although most of the shipboard teams didn't compete in the All-Navy eliminations, they played some top-notch basketball.

- The carrier *uss Randolph* (CVA 15) captured the Central Area Air-Lant championship only to lose out in a best of four series for the Com-AirLant title against the team from Air Development Squadron Three. The *Randolph* "Bucks" continued their season after arriving back in the Mediterranean, and finished up their 1953-54 basketball season with a record of 56 victories and only six defeats.

- *uss Turner* (DDR 834), although starting late in the season, rolled to eight straight victories. *Turner* hoopsters captured the tournament at Izmir, Turkey, with five straight wins. Other Navy teams in the Izmir tourney were from *uss Chilton* (APA 38), *uss Rockwell* (APA 230) and *uss Libra* (AKA 12).

- The basketball team from *uss Whiteside* (AKA 90) wound up their court season in the Far-East with an over-all record of 22 victories against three losses. While averaging 61.7 points a game, *Whiteside* hoopsters defeated such teams as *uss Wisconsin* (BB 64), *Sasebo Japan All-Stars*, *uss Saipan* (CVL 48), *uss Delta* (AR 9), *uss Yarnall* (DD 541) and the Stockton, Calif., Navy Supply Annex.

- The cagers from *uss Wilkinson* (DL 5) won the 1954 Charlestown, Mass., Armed Forces YMCA basketball championship. The hoopsters from the new destroyer leader which is still under construction, finished the season with a clean slate of 10 wins and no losses.

Surfing Champs

The mixed tandem crown of the International Surfing Championships is now held by Walter S. Hoffman, MA3, usn, of the Pearl Harbor Naval Supply Center, and Miss Joan Jones of Honolulu. Hoffman and his partner won the title in the championship games held at Makaha Beach, Hawaii.

Judging in the surfing contest was based on the rider's ability to select the best breakers, best form displayed while riding one in, including trick and fancy riding, longest ride and number of waves caught.

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THE BULLETIN BOARD

Here's Chance to Qualify for NPS and Compete for Academy

DO YOU DESIRE a career as an officer in the naval service? If you do, here's another big opportunity the Navy is offering to enlisted personnel of the Regular Navy and Marine Corps, and members of their Reserve components on active duty.

Qualified enlisted personnel may now be nominated by their commanding officers to participate in the Navy-wide examination for entrance to the U. S. Naval Preparatory School as candidates for appointment to the Naval Academy by the Secretary of the Navy.

The examination for Prep School will be given this year throughout the Naval Establishment on 6 Jul 1954.

Enlisted men of the Regular Navy and Marine Corps, and members of the Reserves who are serving on active duty (except training duty) on or before 1 Jul 1954 are eligible for consideration for nomination according to BuPers Inst. 1530.23A.

Personnel will be examined and selected in accordance with *BuPers Manual* Articles C-1203, D-2308 and D-2309. Candidates must never have been married (and if successful in the examination, must remain unmarried until graduation from the Naval Academy), and must be U. S. citizens.

Each candidate must pass a physical examination in accordance with Article 15-43, *Manual of the Medical Department* and must not have reached his 22nd birthday on or before 1 July of the calendar year in which he expects to enter the Naval Academy.

Men who are nominated to take the examination for Prep School should check BuPers Inst. 1530.18 of 29 Jan 1953 which lists certain books that may be obtained from I & E officers or Special Services officers for use in review for the preliminary examination.

Enlisted men who successfully pass the preliminary examinations and who are selected to attend the Academy session of the Naval Preparatory School will receive orders from BuPers transferring them to



"Whatta ya gonna do? He's hitting .426."

NTC Bainbridge, Md., for duty under instruction.

Transfer to the Prep School cannot be effected unless the candidate has obligated service to at least 1 Jul 1955. Men not having this obligatory service must execute an Extension of Enlistment Agreement for a minimum of one year in accordance with BuPers Inst. 1133.1A and *Marine Corps Manual* para. 5500.

While attending this school, students will receive the full pay and allowances of their particular rates or ranks. The uniform worn at the school is the same as the uniform of the day of each candidate's respective service.

As candidates arrive at Prep School, they are formed into a student battalion patterned after a Naval Academy battalion. Student officers are chosen for the battalion from among the regularly rated petty officers and NCOs of the various services who also attend the school. These rated men have previously displayed their ability to hold their rates and ranks at their various ships and stations.

These men bring with them a wealth of experience gained during their enlisted service and furnish guidance to their less experienced classmates. The student officer billets are rotated during the nine-month course. After the initial selection, all the students are closely observed and at about the end of the second month of school, another

selection of student officers is made.

The battalion organization continues throughout the school year and provides a basis for control, supervision and discipline of the students. Commissioned officers function as battalion and company officers, exactly as their counterparts function at the Naval Academy.

There are 29 officers, both Regular and Reserve, attached to the Prep School. Of this number, 24 are full-time instructors while the other five are the officer-in-charge, his assistant, the battalion commander and the two company commanders.

The entire plan at the Preparatory School is patterned after the Naval Academy. This enables the students from this school to step into the role of midshipmen with a feeling of familiarity and without a sense of confusion.

The hours are long, the discipline is strict and the studies are hard in that four years of high school work are covered in about half a year. The course is not expected to give the candidate a high school education. Its purpose is to review what he should already have learned to prepare him for the entrance exam.

Military discipline is intended to provide the student with a normal transition from enlisted status in the armed forces to that of a midshipman at the Naval Academy. A demerit system, similar to that used at the Academy, is used at the Prep School. Military drills and formations are supervised by commissioned officers but actually carried on by student officers.

The five main departments of the school instruction are algebra, U. S. history, English, plane geometry and physics. All these subjects, except physics, are included in the Naval Academy entrance exam.

An example of the intensiveness of the school is that the minimum amount of high school algebra with which a candidate may expect to pass the algebra entrance exam is three semesters. At the Prep School, the students review, in about nine

THE BULLETIN BOARD

HOW DID IT START

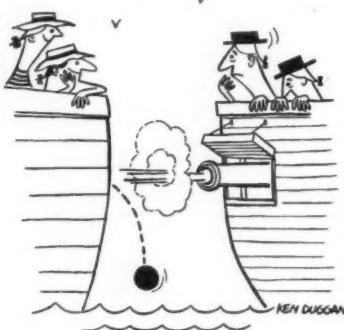
The Nickname "Old Ironsides"

A familiar name in the annals of U.S. naval history is that of the famous 44-gun frigate USS Constitution — affectionately called "Old Ironsides."

How Constitution came to receive her popular nickname is reported in an account by Moses Smith, sponger of one of Constitution's guns during the frigate's historic battle with the frigate HMS (His Britannic Majesty's) Guerriere in August 1812.

Captains of both frigates maneuvered so skillfully during the preliminaries to the engagement that little advantage was gained by either. Then at 6 p.m. a heavy broadside-to-broadside fire was opened at very close range with yards almost square and both ships running before the wind nearly abreast of each other.

Here Smith observed that "several shots entered our hull. One of the largest the enemy could command struck us, but the plank was so hard it fell out and sank in the waters. This was afterward noticed and the cry arose: 'Huzzah! Her sides are made



of iron! See where the shot fell out!' It's been 'Old Ironsides' ever since.

Guerriere was the first British frigate in the War of 1812 to strike her colors to an American ship and this victory did much to bolster American morale.

months, topics covered by such a two-year course with particular emphasis on the fundamental principles involved.

Similarly, the English course is a half-year review of the principles of grammar, composition and both American and English literature which are normally covered in three to four years of secondary schooling.

To say that the hours at the Prep School are long is almost an understatement. The day for a student begins with 0600 reveille. He must clean up and be ready for breakfast by 0630. An hour later, he must have his room and cleaning station squared away. Morning quarters are held at 0730 after which the battalion marches to school.

Three hour-long classes fill the time until 1105, after which the battalion again forms and marches to noon meal. Daily inspection is held after the noon meal and afternoon classes begin at 1300. These three classes last until 1600 when varsity and intramural athletics begin. At 1630, those students with demerits are given "extra indoctrination" and the evening meal is down at 1730.

Study hall is observed from 1930 to 2130. It used to be that this study time was compulsory for all students.

wrestling and in some years, lacrosse. The school competes with other prep schools and college freshman teams.

The intensive intramural program includes softball, basketball, touch football and volleyball. Other student activities include band, photography, drill team, school yearbook and print shop.

Also available to the student body are the recreational facilities offered by the NTC Bainbridge Special Services, which include boating, bicycling, golfing and swimming.

This tight schedule is maintained by the students from September until mid-December. By December, all students are more than ready to suspend the academic routine for 15 days of leave. After leave, the academic routine is resumed until the first of March. All extra-curricular activity then comes to a halt, regular recitations cease and all hands commence a series of practice examinations patterned after the regular entrance exams for the Naval Academy, which begin on the last Wednesday in March.

After the final examinations, students are granted another leave period. Upon their return, they begin what is known as the Post Examination Session. This short course is given in the subjects the prospective midshipmen will encounter during their plebe year. This is done to aid them over the first month of the Naval Academy's academic year.

When results of the examination are revealed, the school conducts a graduation week, which simulates, on a reduced scale, June Week at the Naval Academy, with practice parades, presentation of athletic awards and a graduation dance.

Graduation notices are presented to those students who successfully passed the Naval Academy entrance exam at a formal afternoon parade which forms the basis of the graduation ceremony.

A series of awards are presented to outstanding students. The Fleet candidate who obtains the highest average mark on the examination is awarded \$100 by the Naval Academy Class of 1939. The Hamsch Award, presented by Commander Hamsch, USN (Ret.), is given to the student who contributed most to the morale of the school.

VR-8 Is On The Ball, Keeps Its Men Moving Ahead

Navy Air Transport Squadron Eight, based in Hawaii, is an outfit that is going all out to help its men pass the fleet competitive examinations for promotion. The squadron has introduced a program whereby every man in the squadron receives an intensified two-week course of instruction in general military skills prior to taking the exam.

The squadron's Information and Education office runs the program in addition to its regular duties in connection with off-duty, civilian type education.

The knowledge gained in the pre-exam course aids the VR-8 men in passing the military requirements section of the examination.

Professional training, in the form of issuing books and correspondence courses is handled by the I & E office while "on the job" training is

conducted by the various squadron departments.

Since the opening of the school in May 1953, more than 800 Navy airmen have completed their required studies. It is significant to note that of this number, only seven men, less than one per cent, have failed to pass the school's end-of-course test.

How has VR-8's promotion percentage been affected by this program? Results from the examination in July 1953 show that 60 per cent of those who took the examination scored a passing mark. Before the "prep school" was started, barely 30 per cent made a passing grade.

Besides the military requirements training program, VR-8's I & E office also runs the "X" Division. All men reporting to the squadron are placed in this division and receive a one-week indoctrina-

tion course before being assigned to a department.

The instruction given includes lectures and movies on squadron organization, naval history, squadron special orders, squadron history, watch standing, UCMJ, and an explanation of the mission and facilities of all naval and military units in the Hawaiian area. Also, while a man is in this temporary status, he has a chance to square away any personal problems, such as checking his pay account, household effects and getting his family settled in Hawaii.

The VR-8 school run by the I & E has three 25-man classrooms, two movie halls, a library, an instructors' study and two administrative offices.

The school is staffed by seven enlisted instructors, whose combined Navy experience totals over 100 years.

To insure opportunity for the largest quotas of men to further their careers in the service, even though they may not be in the highest percentages for the final selection and entrance in USNA, the Navy encourages the candidates to participate also in the Fleet competition for NROTC candidates. Students are further eligible to take the Coast Guard Academy examination.

Incidentally the preparing of enlisted candidates from the Navy and Marine Corps for the Naval Reserve Officer Training Corps (NROTC) program is the summer mission of the Naval Preparatory School.

At the end of the Prep School program, some of the men who were not fortunate enough to have passed their entrance examinations are packing their seabags for assignment to duty. Although they have not reached their goal, they have received an education that will be of lasting value to them in their service careers.

The U. S. Naval Preparatory School (formerly known as the U. S. Naval School, Academy and College Preparatory) is the Navy's third oldest school. Only the U. S. Naval Academy and the Naval War Col-

lege are older.

The Prep School was established in 1915 at Newport, R. I., by BuPers (then known as BuNav) for enlisted men of the Navy and Marine Corps selected to take the competitive examinations for appointment to the Naval Academy under the Secretary of the Navy USN and USNR quotas. Since its beginning in 1915, the school has moved six times and traveled approximately 10,000 miles.

In 1919, SecNav ordered that another school be established in San Diego, in addition to the one at

Newport. Three years later, the East Coast school was moved to Norfolk, where it remained until 1943 when it was transferred to NTC Bainbridge, Md. The school at San Diego, after twelve years' service, was closed in 1931.

From 1943 to 1949 the Prep School was located at Bainbridge. The well-constructed school has the general appearances of the academic buildings at the Naval Academy.

In September 1949, the school was moved back to Newport, R. I., as an economy move since NTC Bainbridge had been deactivated two years earlier.

With the coming of the Korean conflict and the subsequent expansion of the Navy, the school was again moved to Bainbridge in 1951, after that station was reactivated as a Naval Training Center. The school was then made a component of the Service School Command.

Since its opening 39 years ago, the Naval Preparatory School can count thousands of its alumni among the graduates of the U. S. Naval Academy. In the past ten years, for instance, approximately 200 members of each Naval Academy graduating class have had their prep schooling at NPS.



"Now gimme that saw and go back and do it the right way!"

Going to Midway? Port Lyautey? Read About Living Conditions

Traveling to new and out-of-the-way places is a source of never ending adventure for Navymen and their dependents.

Often, however, such orders result in perplexing problems as to what the new duty station will be like and what problems will be encountered. ALL HANDS has tried to keep these problems at a minimum by publishing from time to time information concerning duty in far-away places.

Midway

Here is the latest information for those personnel who may be going to Midway.

Midway is in the middle of the North Pacific Ocean, about 300 miles north and 900 miles west of Honolulu, T. H. The island is not in the tropics, nor is it a "South Sea Island." However, it does have semi-tropical climate due to the effect of the warm-water Japanese current which flows north of the island.

Midway is 3200 miles west of San Francisco, Calif., 3600 miles east of Shanghai and 3800 miles north of Australia.

What should your dependents take for the voyage?

As soon as government transportation is authorized, especially if travel is to be by MSTS transport, a new problem presents itself—what to take for the voyage? Following is the answer:

- Transports provide laundries with modern washers, dryers, irons and ironing boards. However, if your wife is apt to have much ironing or pressing to do, a portable iron will become useful for pressing in her state-room.

- The ship's store will stock standard brands of cigarettes, soap flakes, tooth paste, film in most standard sizes and many other items.

- A special formula room is operated on the ship for the benefit of mothers with small babies. However, if a child requires a special diet you should advise your wife to take along enough of the special food to last through the journey. Parents of young children will find baby harnesses extremely valuable. High chairs are provided.

- On almost any transport voyage, sweaters for all members of the family will be useful during some part of the trip. Slacks may be worn except at dinner. Rubbers or rubber soled shoes are important items as

the decks may be wet much of the time.

- Take along only the essentials—the cabins will be comfortable but not spacious enough for spare gear.

Climate — The rainy season is between mid-November and the end of March. The average rainfall for the rainy season is four inches per month, while the average rainfall during the dry season is .40 inches per month. The average winter temperature is 67 degrees (F) with the low winter temperature about 52 degrees (F). The average summer temperature is 78 degrees with the high about 85 degrees.

During the months of July, August and September, the relative humidity is extremely high, but fresh winds blow steadily during most of the year and keep the island quite comfortable.

The vegetation on Midway usually creates a very pleasant surprise for most new arrivals. Instead of finding a desolate sandpile in the middle of the Pacific, you will discover that the island supports a very luxuriant growth of trees, shrubs, flowers and grasses.

One of the first things you will notice are the Australian ironwood trees which reach a height of 90 feet and which cover about three-quarters of the island. Perhaps one of the most widespread plants on the island is scaevola—a member of the ice plant family. Also to be found on the island are; coconut palms, banana trees, papaya trees, mulberry trees, lilies, hibiscus, oleander and bougainvillea.

Banking — There are no banking facilities on Midway. Before your arrival on Midway, it would be wise to establish either a checking or savings account in the U. S. or in Honolulu.

Clothing — For the most part dependents need only washable clothes and a few woolen clothes for the winter months. Bathing suits, shorts, dungarees and sweaters should be brought along by your wife for thorough enjoyment of the beauties of the island and the wonderful swimming beach.

In general, dress is informal. Gloves, hats and stockings are, for the most part, omitted in the wom-

WAY BACK WHEN

Flotsam and Jetsam

Sometime during your tour at sea you might have seen the cargo or wreckage of a ship floating in the water or washed up on a beach. For lack of a better word, you may have thought of it simply as "junk."

Actually, there are terms, borrowed from English common law, for such debris—"flotsam" and "jetsam."

In the words of a prominent lawyer and judge, Sir Edward Coke, "when a ship sinks or otherwise perishes, and the goods float on the sea," such goods are called "flotsam." Quoting Coke again, "when goods are cast out of a ship to lighten her when in danger of sinking, and afterwards the ship perishes," such goods are called "jetsam."

"Flotsam," of Teutonic origin, comes from the old French word *floter*, "to float," and *flotaison*, "a floating." "Jetsam," also derived from the old French, comes from *jetaison*, "a throwing."

The original meaning of "jetsam" was



goods that had been jettisoned or thrown overboard and which later sank. "Flotsam" was unmarked goods found afloat. The terms have come down to us with these meanings and are usually linked together.

en's attire. Bring a good raincoat for every member of the family, with accessories such as rubbers and galoshes. An important item, and not one to overlook is shoes for the children. You should bring a good year's supply of clothes and shoes for yourself and your children.

Communications — No commercial telegraph or cable offices are available on Midway. However, Class "E" messages covering the following subject matter may be sent by any person in service, civil-service, or their dependents via the station communication office (see ALL HANDS, February, 1954, p. 9):

Messages pertaining to life, death or serious illness.

Important business matters not of a recurrent nature.

Messages of important personal matter not of a recurrent nature.

Occasional greetings on important personal anniversaries.

In addition, Midway boasts a very fine amateur radio station which is available to you for contacting friends or relatives back in the States. The station also has a very fine post office and money order facilities are available.

Dry Cleaning — At present dry cleaning facilities are limited, and service is on a four-day schedule.

Educations — Midway School covers the entire curricula for both grade school and high school under qualified instructors. Subject matter for the various class levels are based on the following:

Grades 1-5—Books recommended by the Department of Public Instruction of the Territory of Hawaii.

Grades 6-9—Calvert Home Study courses.

Grades 10-12—American School Correspondence Courses.

Food — Ample quantities of all types of food are available at reasonable prices. Packaged frozen foods are available in modern show cases, and fresh vegetables and fruits are flown in twice a week. In the dairy department, butter, cheese, eggs and fresh milk are available.

Furniture — Government quarters are adequately furnished with special tropical type furniture. Most stateside furniture such as upholstered chairs, studio couches, large expensive instruments etc., deteriorates very rapidly in tropical climates



"This is control tower to XY2. We're checking your position now."

and should not be brought to Midway. A record player with sufficient records will be the source of many happy relaxing moments as will a good radio. The radio station at Midway is on the air 11 hours a day during the week and 12 hours a day on weekends. Woolen or expensive rugs should be left in the States but you should bring ample throw rugs and summer rugs.

Household effects — Quarters have furniture, stoves, refrigerators and a few lamps; however you must bring your own linens, dishes, cooking utensils and small electrical appliances. A washing machine is highly desirable and a good iron is a must. Standard electrical equipment will function on the electrical current at Midway which is 110 volts AC. Basic regulations on transportation of household effects apply in the case of duty in Midway (see ALL HANDS, April 1954, p. 44.).

Port Lyautey

ALL HANDS continues its coverage of overseas living conditions with a report on Port Lyautey, French Morocco. A pamphlet giving more detailed information on this location may be obtained by writing to the Chief of Naval Personnel (Attn: Pers G212), Navy Department, Washington 25, D. C.

Climate — Throughout most of Morocco the air is generally clear and dry. Humidity is low and high temperatures are therefore not unbearable. In summer the weather is clear for weeks on end, broken only by local storms or dust. A rare hot wind, the *sirocco*, brings sudden and extreme rises in temperature but is usually of short duration. Over a

full year the temperature usually ranges between 40 and 92 degrees with the lowest temperatures in January and the highest in August.

Housing — Suitable housing is scarce off the base and only a limited number of quarters are available on the base for both officer and enlisted personnel. Quarters on the base, except for "Billet Quarters," are allocated on a point system based on seniority and time on board. These quarters are of Quonset Hut type and are very comfortable. They are furnished, except for linens, dishes, cooking utensils, table lamps, floor lamps, fans and blankets.

If housing off the base is necessary, permission for dependents to enter the area will not be granted until a six months' contractual agreement for living quarters has been effected.

Electricity — On the base it is 110 volts, 60 cycles. In Port Lyautey and Rabat it is 110 volts, 50 cycles. Those who plan to live off the station should purchase several continental electric plugs before leaving the U. S.

Automobiles — Make arrangements for shipping your car at the Naval Supply Center, Norfolk, Va., or at the Supply Activity in Bayonne, N. J. Check on your insurance to ascertain if it is valid in Morocco. Personal liability insurance is a "must" and is available locally through a French company for about \$35 a year.

Property damage and collision insurance is also recommended and can be obtained locally. Make certain your car is in good repair before leaving the States. Bring along critical spare parts; an extra tire and oil filters also are recommended. Gasoline is available on the base at 12 cents per gallon. Greasing and oil change facilities are available in town. Since your car must of necessity remain out in the weather at all times, it is advisable to have it waxed before leaving, and to ship polishing and waxing equipment with it.

Clothing — An ample supply of warm clothes is necessary for the winter months and clothes suitable for the climate of Southern California will do during the summer. Certain things are hard to come by, mainly in the children's line. Shoes,

THE BULLETIN BOARD

blue jeans, socks and good warm clothes should be stocked up on as the Navy Exchange cannot keep up with the heavy demand for children's clothes.

For the men, a full supply of all types of uniforms is mandatory, plus a healthy supply of civilian clothes. It is very desirable for all hands to have civilian clothes to wear on leave and liberty.

Women should bring hats and shoes for all seasons, light and heavy coats and raincoats. They should have plenty of sweaters and dresses for the four seasons. During the summer, play clothes, halters and shorts will be desirable. Clothing and accessories are available at the local French stores, but they usually have sizes varying from those found in the States and are expensive.

Food—There is a commissary open to all military personnel, diplomatic personnel designated by the commanding officer and American civilians employed on the base. It is ample for all needs.

Servants—Arab and European servants are readily available for all families and will work for an average of about \$5 a week.

Medical Care—Limited medical treatment is available for dependents in the sick bay. Local French hospitals are available for cases requiring hospitalization.

Education—The Dependents' School is available for all children from the primary grades through high school, with accredited teachers in charge. It is mandatory that parents bring transfer and grade cards for each child expected to en-

ter the base school. High school students should bring a transcript of their work to date, together with a suggested list of courses for the coming year.

Religious Services—A complete schedule of religious services is held on the base on Sundays and weekdays for all faiths.

Recreation—There is plenty of fresh and salt water fishing but it is advisable to bring your own gear. A nine-hole golf course is available for all service personnel and dependents. Shotguns are available on loan from Special Services for hunting. Partridge, dove, duck, boar and gazelle are found in the back country. No swimming pool is available on the base but bathing and wading is permitted at nearby Menda Beach during the summer months. There are tennis courts on the base with equipment available on loan from Special Services.

Money—Military scrip is the official currency on the base. Moroccan francs are used in French Morocco. U. S. currency may be exchanged for scrip or francs on the base.

Line and Staff LTJGs on Active Duty Selected for Promotion

The names of 2891 lieutenants (junior grade) of the Regular Navy and Naval Reserve on active duty, who have been recommended for promotion to lieutenant, have been published. Of this number, 1039 officers are in the various staff corps and the remaining 1852 officers are of the line.

There are 21 Wave officers of the line and five in the staff corps who were recommended for promotion.

Individual letters of appointment will be issued by the Secretary of the Navy. It is expected that appointments will be issued by July 1954 to the most junior of those officers selected.

The break-down of those selected in the staff corps is as follows: Supply Corps, including three Waves—266; Chaplain Corps—75; Dental Corps—108; Medical Corps, including one Reserve Wave—267; Medical Service Corps, including one Reserve Wave—35; Navy Nurse Corps—175; Civil Engineering Corps—113.

Of the total of 1785 male unrestricted line officers 1293 are permanent officers in the Regular Navy,

413 in the Naval Reserve and 79 are temporary officers.

Included in the restricted line selection group are three Engineering Duty Officers; 16 Special Duty Officers and 27 Limited Duty Officers.

The promotions of the Reserve officers of the line and all staff corps officers will be effected when their line contemporaries of the Regular Navy are promoted.

The line and staff corps selection boards convened in March and lieutenants (junior grade) considered were those who had reported to active duty prior to 1 Jan 1954 and whose dates of rank were on or before 3 June 1951.

Work Simplification Program Saves Time and Money At Naval Receiving Stations

Navymen in transit through naval receiving stations can look forward to better processing in the future.

It has all come about as the result of the "Work Simplification Program for Naval Units."

This work simplification program makes use of five techniques: work distribution analysis, work count analysis, flow process analysis, motion analysis, and space layout analysis.

Instruction teams from the Bureau of Naval Personnel have visited receiving stations in the continental United States and at Pearl Harbor for the purpose of indoctrinating officers and leading petty officers in these five techniques, and in assisting these commands in setting up the program on a continuing basis.

Pilot studies conducted at Naval Receiving Stations, Washington, D. C. and San Francisco, California, resulted in both a reduction of personnel needed in processing Navymen in transit and a decrease in the time and work involved. As a result of these efforts, transient personnel as well as the Navy benefited by more efficient use of manpower.

The program is designed to assist officers and petty officers in locating "problem areas," analyzing these areas, and installing and maintaining improved work methods to insure the efficient use of the Navy's manpower resources. Personnel and administrative officers interested in the program should refer to NavPers 18359 for details.



"No! Twin brothers cannot retire in ten years."

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Changes in Rating 'Quals' Noted For DC, DH and SO Ratings

Apply to August Exams

Personnel going up for advancement in rating next August had better check BuPers Notice 1414 of 1 Apr 1954 which contains the advance notice of change 2 to the *Manual of Qualifications for Advancement in Rating*, NavPers 18068 (Revised).

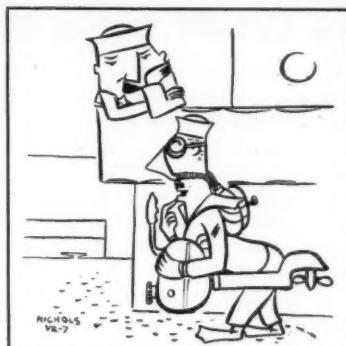
Included in the notice are revised qualifications for the rating of *Damage Controlman* (DC) and qualifications for the new emergency service rating of *Damage Controlman A* (ABC Defenseman). It also contains changes in qualifications for the ratings of *Sonarman* (SO) and *Dental Technician* (DT) and new additions to the *military requirements* for all enlisted personnel.

These new qualifications are being used as a basis for developing the August 1954 examinations for advancement in these ratings. Advance notice of these changes is published in order to enable personnel to prepare for the service-wide competitive examinations this August.

The biggest change has been made in the Damage Controlman Rating Code No. 4500. It has been completely revised and includes the new emergency service rating of *Damage Controlman A* (ABC Defenseman), Rating Code No. 4504.

The scope of the new Damage Controlman (DCA) rating covers the following: "Detect and decontaminate ship and shore areas, personnel and equipments that have been contaminated by ABC warfare agents. Inspect radiac equipment. Maintain and care for protective and detection equipment. Instruct and supervise personnel in techniques of ABC warfare defense, including the use of personnel decontamination stations and protective shelters. Perform other damage control functions, including fire fighting."

In the changes to the qualifications for Dental Technicians, Item 103.3 has been deleted; item 103.5 is changed to read "Supervise lower rated men in performance of duties." Item 201.22 is changed to delete the words "Properties and"; and item 201.23 adds the following "(See notes 1 and 3 on page 11-4)." The changes are contained in Enclosures (3) to the BuPers Notice.



"Ah yes, Dipwater, A.B., Seaman Apprentice, serial number 444 44 44, USN, going ashore early, how nice."

—E. E. NICHOLS, ADAA, USN

Eight new items have been added to the qualifications for advancement of Sonarmen. The rates to which some of the other items are applicable have also been changed. The entire list of changes for the Sonarmen rating is contained in Enclosure (2) of the Notice.

Six new items have been added to the military requirements for ALL enlisted personnel. Here is the summary of these changes:

- Added under Item 101 for pay grade E-2:

Demonstrate ability to use ABC warfare protective equipment such as masks and clothing.

Identify standard markers used to denote ABC warfare contamination.

- Added under Item 101 for pay grade E-3:

Describe early symptoms of contamination of personnel by chemical warfare agents.

- Added under Item 201 for pay grade E-2:

Procedures to be followed in removing clothing at personnel decontamination stations.

- Added under Item 201 for pay grade E-3:

Early symptoms of exposure by chemical warfare agents.

- Added under Item 201 for pay grade E-7:

Purpose and use of ABC warfare detector devices such as survey meters, dosimeters and sampling kits.

It should be noted that in the items above, the pay grade listed is the *lowest* pay grade to which the

item is applicable. *Personnel in pay grades higher than those listed must also know this information.*

The qualification for advancement in rating are periodically revised in order to meet the operating needs of the Naval Establishment. The revision of rating qualifications summarized above are based on recommendations of the 1952 Rating Structure Review Board and on recommendations of interested bureaus and offices of the Navy Department.

Navy Wins Fourth Safety Award; Five Bureaus Are Honored, Too

The Department of the Navy has received the National Safety Council's Award of Honor for the fourth time in recognition of the Navy's annual safety record.

The Navy Department previously won the NSC award in 1952, 1950 and for its safety record in World War II. Qualification for the award requires an average reduction of 10 per cent in accident rates from the combined averages of accident rates for the previous two-year period.

At the same time, five Bureaus of the Navy Department were presented Secretary of the Navy safety awards for outstanding achievements in industrial and motor vehicle safety last year.

The Bureau of Ordnance and the Bureau of Supplies and Accounts received both industrial and motor vehicle safety awards. The Bureau of Aeronautics and the Bureau of Naval Personnel received industrial safety awards and the Bureau of Yards and Docks received the motor vehicle safety award.



"Never mind, Joe... I found one."

THE BULLETIN BOARD

Veterans' Benefits Have Cut-off Dates; Check Those Deadlines

If you are a veteran of World War II or the Korean conflict—and most Navymen are one or both—you are entitled to certain Federal veteran benefits.

Some of these benefits evaporate with the passage of time. That is to say, you may lose these benefits unless you take advantage of them while they are "live."

To help you, listed here are the deadlines of various veteran benefits so you may know the time limits imposed. Note that there are benefits to you as a "veteran"—that is, upon separation from active service.

• Unemployment Compensation—

For Korean veterans only. The waiting period is 30 to 90 days after discharge, depending on the amount of entitlement to Mustered Out Pay. Your eligibility for this compensation is subject to state unemployment compensation law and regulations of the U.S. Department of

Labor. Deadline on this benefit is five years after a date to be fixed by the President or Congress. Apply to Unemployment Compensation agency of state concerned.

• Applying for Your Old Job—

Within 90 days after discharge. Apply to former employer for reinstatement.

• Reinstating NSLI—Within 120

days after your separation from service. No physical exam is necessary.

For reinstating permanent insurance under certain conditions, there is no physical exam, if you apply for reinstatement within 120 days after your separation.

For NSLI term insurance there is no physical exam necessary, under certain conditions, if applied for within 120 days.

For those granted a service-connected disability, the deadline is one year from the date service connection of such disability is determined

by the Veterans Administration. Apply to local VA office.

• **Mustering Out Pay**—Deadline is 15 Jul 1954, for service personnel eligible and separated before 16 Jul 1952 (Mustering out payments were not begun until 1952). For personnel separated after 16 Jul 1952 mustering out payment is automatic. Write to Central Pay Accounts, Field Branch, BuSandA, Navy Dept. Cleveland 14, Ohio.

• **Starting Education or Training under GI Bill**—For World War II vets, within four years after discharge; for Korean vets by 20 Aug 1954, or two years after discharge, whichever is later.

World War II disabled veterans may start vocational rehabilitation any time after discharge and must complete it by 25 Jul 1956; Korean disabled veterans may start any time after discharge and must complete rehabilitation within nine years after a date to be determined by the President or Congress. Details may be obtained from local VA office.

• **Completion of Education or Training Under GI Bill**—Korean veterans must complete training within seven years after their discharge, or the end of the emergency, whichever is later. World War II vets must complete it by 25 Jul 1956. Persons who enlisted or reenlisted between 6 Oct 1945 and 5 Oct 1946 have until nine years after discharge from such enlistment or reenlistment. Check with local VA office.

• **G.I. Loan**—For Korean veterans, deadline is within 10 years of a date to be fixed by the President or Congress. For World War II veterans deadline is 25 Jul 1957, except for persons enlisting or reenlisting between 6 Oct 1945 and 5 Oct 1946 who have until 10 years after discharge from such enlistment or reenlistment to use their loan guaranty rights. Apply to local VA office.

• **Appeal for Review of Discharge**—Within 15 years after discharge, or 22 Jun 1959, whichever is later. Apply to Board of Review of Discharges and Dismissals, Dept. of Navy, Washington 25, D. C.

• **Disability compensation**—No deadline. Apply to local VA office.

• **Burial Benefits**—Your survivors have until two years after permanent

Alameda Nominates Its Candidates for Navy Oscars

The NAS Alameda station newspaper "The Carrier" published a sequel to the recent awarding of "Oscars" in movieland. The paper had its expert on ham and hallucinations, J. Kleighed Pflashhub, make his selections for top honors.

The article by Mr. Pflashhub, printed in the 2 April edition, read as follows:

Motivated by the recent wholesale distribution of gilt statuary to Hollywood stars—the annual Oscar awards—The Carrier's expert, J. Kleighed Pflashhub, herewith presents his nominations for the top NAS characters and actors during the year:

Best Actor: Seaman explaining "his side of the story" at Captain's Mast.

Best Actress: An LST trying to make like a destroyer.

Best Direction: Out the nearest liberty gate.

Best sound man: That guy in the next bunk whose A-flat snore is A-natural—foghorn.

Best Producer: The Paymaster.

Best Supporting Actor: The guy who stands by for you when you have a big date ashore.

Best Supporting Actress: A destroyer on plane guard duty.

Best Picture: The one you think you see every time you look into the mirror.

Best Music: The imaginary violin aria in the background when you tap your buddy for a sawbuck till payday.

Best I go now.



burial to file application for certain financial compensation. Apply to local VA office.

In addition there are deadlines for other miscellaneous Federal veteran benefits.

These are:

- **USAFI Courses**—World War II or Korean veterans have until nine months after discharge, but a person must have submitted at least one lesson while in the service to be eligible to complete the course and take the end-of-course test. Apply to Director USAFI, Madison 3, Wis.

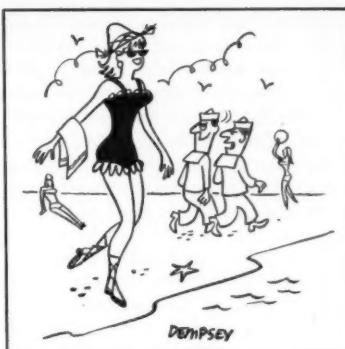
- **Non-government Insurance Policies**—Veterans have until two years after discharge in which to pay all premiums on non-government insurance policies on which payments were deferred and guaranteed by the Government under the Soldiers' and Sailors' Civil Relief Act of 1940, as amended. Apply to home office of insurance company concerned.

- **Homestead Rights**—Until 27 Sep 1954, World War II vets have preferred right of application for 90 days prior to general public for homestead entry on public lands reopened or reclamation projects opened for settlement. Surviving unmarried spouse or minor children of deceased veteran are entitled to the same rights. Veterans of any war have various other rights under various Homestead Acts. Apply to Director, Bureau of Land Management, U.S. Dept. of Interior, Washington 25, D. C.

- **Motor Vehicles for Disabled Veterans**—Until 20 Oct 1954, or within three years after separation from active service, whichever is later, applications for vehicles are accepted from veterans with certain disabilities. Apply to local VA office.

- **VA Hospitalization**—Medical and dental treatment, domiciliary care and out-patient treatment and prosthetic appliances are continuously available for veterans having service-connected disabilities requiring such care or appliances. Apply for admission to a VA hospital or to local VA office.

- **Social Security**—Veterans with service between 16 Sep 1940 and 30 Jun 1955 receive wage credit of \$160 a month for military service during this period for the purpose of calculating old age retirement and survivor's benefits. Information on



"As I was saying—before I was so rudely interrupted . . ."

whether you or your dependents are eligible for this benefit may be obtained from local office of U.S. Social Security Administration (Social Security Board).

- **VA Benefits Due Veteran at Time of his Death**—Within one year after death of veteran, eligible survivors may file claim to accrue or collect VA benefits due him. Apply to local VA office.

Floor (Not Deck) Cleaning Has Navy Asking Army Aid

A floor cleaning job so big that it takes the combined forces of the Army and Navy is now underway at Pearl Harbor, T. H.

The floor in question is the bottom of the harbor and the Navy called on the Army to supply the vacuum cleaner — the Corps of Army Engineers' hopper-dredge, the *Biddle*.

The 35-foot hopper-dredger, with a crew of 80, is one of the largest of its kind. It operates much like a huge vacuum cleaner.

The mud and sand are picked up by means of drag pipes and deposited in hoppers. The dredge is then taken far out to sea and the hoppers are dumped.

This is only the second time in Pearl Harbor's history that the feat has been undertaken, inasmuch as only minor streams feed into the harbor and the many ships going in and out tend to keep the sand and mud from forming sand bars, because of the disturbance of the harbor's flow by ships' propeller wash.

Priority-of-Retention Lists Will Be Set Up for Reserve Officers by Review Board

Under the provisions of Alnav 8 and BuPers Notice 1926, a special Reserve Officer Review Board, which convened in April, will establish priority-of-retention lists for all Reserve Officers serving in the grades of lieutenant and above (with certain exceptions) who are on voluntary extended active duty.

These lists will supersede lists set up by a similar board in 1953 and will become effective in fiscal year 1955 (that is, the year beginning 1 July 1954).

The board will also review requests for assignment to, or retention in the TAR (Training and Administration of the Naval Reserve) program.

Further, the board will recommend priority of issuance of active duty agreements to certain Naval Reserve Officers as outlined in Alnav 6-54.

Following completion of the board's work, the Navy will release to inactive duty approximately 1000 Naval Reserve officers now serving voluntarily on active duty. Such involuntary release, the Chief of Naval Personnel states, does not reflect adversely upon any Reserve officer under this program.

At press time plans called for the letters of notification of release to be in the mail by 1 June. However, unless the individual requests early release, it is not considered that any of the releases will be effected prior to 1 Oct 1954.

The priority-of-retention lists will supersede all lists announced in Alnav 36-53. However, release-from-active-duty dates of officers in the following categories will be determined as indicated below, and will not be controlled by the lists established by the Review Board. These categories will include:

- Those officers, except officers of the Medical, Dental, and Nurse Corps, who are within two years of establishing eligibility for retirement as of 1 Oct 1954 under Public Law 305 (79th Congress) or Public Law 476 (82nd Congress). These officers will be retained on active duty until they are eligible for retirement.
- Those officers, except officers of

THE BULLETIN BOARD

the Nurse Corps, who twice fail of selection for promotion while on active duty. They will be released involuntarily on the first day of the fifth month after approval of the selection board report on which they fail for the second time.

• Male officers, except officers of the Medical and Dental Corps, of the grade of commander or lieutenant commander who will reach the ages of 58 or 52 respectively. These officers will be released during the month following the month in which these ages are attained.

• Wave officers, except Medical officers, of the grades of commander or lieutenant commander and below, who reach the ages of 55 or 50 respectively. These officers will be released during the month following the month in which these ages are attained.

• Officers in the grade of lieutenant and above who have a planned "RAD" (release from active duty) date during fiscal year 1955.

These officers will be released from active duty in accordance with planned RAD dates (these dates in general reflect their previously expressed desires). In the future, no requests for extension of active duty received from officers in the grade of lieutenant and above who have a planned RAD date can be approved, except requests for active duty agreements in accordance with Alnav 6-54, plus requests from officers of the Medical, Dental and Nurse Corps.

In addition to the above, the involuntary release of any officer may be ordered by the Chief of Naval Personnel at any time on the basis of unsatisfactory performance of duty.

The Review Board will list the names of officers recommended for retention in, or assignment to, the TAR program, and will also recommend priority of issuance of active duty agreements by grades and categories of Reserve officers from among those who apply in accordance with Alnav 6-54.

WHAT'S IN A NAME

Ships Named for Norfolk

The commissioning of the Navy's newest in destroyer-type ships, *USS Norfolk* (DL 1), brings to mind the earlier ships named in honor of the Virginia port city.

Actually one wasn't a ship at all but an oar-propelled galley which saw service in the Virginia State Navy in 1776. The other, probably the first actual ship to bear the name, was *USS Norfolk*, an 18-gun brig built by the city of Norfolk for the "public service" at the beginning of the war with France in 1798. She was later purchased from the city by the Federal government, thus becoming a "United States Ship."

Though not too much is known about the galley *Norfolk Revenge*, it is reported that she was built in 1776, at a time when the government of Virginia was gathering together a naval force of sorts to protect herself from the British.

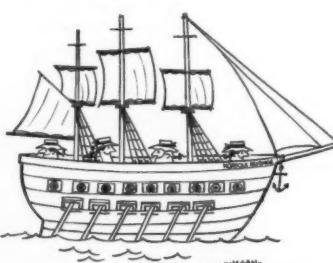
The galley's exact dimensions are not known either, but she was a comparatively small craft, propelled by oars. Heavily armed for her size, *Norfolk Revenge* was used chiefly as a picket boat, patrolling the still and shallow waters of the bays, rivers and inlets in the Hampton Roads area. In May 1778 she was sunk in action in the Nansemond River, but was later raised and put back into action.

The brig *USS Norfolk*, was manned by a crew of 140. She took part in numerous en-

gagements between 1798 and 1800, the most colorful of which was the capture of the French privateer sloop *Vainqueur* off Guadaloupe. Soon afterward, however, in November 1800, she was sold.

Still another vessel to honor the city of Norfolk was *USS Norfolk Packett*, 349-ton mortar schooner. This ship, armed with five guns, was purchased by the Navy in 1862 and saw service during the Civil War in the South Atlantic Blockading Squadron. She was sold in 1865.

Now, more than a century and a half since the first *Norfolk* was commissioned, another *Norfolk* will slide down the ways late this year. Small though the first ones were, they set a fighting precedent for their present-day namesake.



DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 9—States that excise taxes on items sold in Ship's Stores afloat and Marine Corps Exchanges will be adjusted as the result of the decreased rates recently made law.

No. 10—Concerns safety precautions to be taken with hydro-pneumatic machinery and high pressure air, oxygen and hazardous gas systems to prevent explosion.

No. 11—Extends until 1 Nov 1954 the deadline for eligible personnel to make an election under the new annuity plan, the "Uniformed Services Contingency Option Act of 1953."

No. 12—Announces the convening of a selection board to consider for temporary promotion women officers of the Regular Navy to the grade of lieutenant commander.

BuPers Instructions

No. 1120.3B—Outlines the requirements and method of application for appointment of Naval Reserve Medical and Dental officers in the Medical or Dental Corps of the Regular Navy.

No. 1120.11A—Revises and brings up to date eligibility requirements and processing procedures for enrollment of enlisted members of the naval service in the Officer Candidate School at Newport, R. I.

No. 1120.15A—Establishes procedure for qualified men and women of the Regular Navy to apply for appointment to the grade of ensign, 2300, in the Administration and Supply Section of the Medical Service Corps of the Regular Navy.

No. 1414.1B—Concerns the hearing requirement for sonarmen.

HERE'S YOUR NAVY

No. 1430.4B — Provides for the identification of strikers in correspondence, records and documents.

No. 1530.23A — Authorizes commands to nominate enlisted men to participate in the Navywide preliminary exam for assignment to the U. S. Naval Preparatory School as candidates for appointment to the Naval Academy.

No. 1611.5—Introduces a revised Officer's Fitness Report and gives instructions for its use.

No. 1910.5B — Contains instructions governing the separation of enlisted personnel on active duty in the Regular Navy and Naval Reserve program.

No. 5511.4 — Concerns safeguarding test materials that, although not classified, need to be kept locked up.

BuPers Notices

No. 1414 (1 Apr 1954)—Contains changes to the *Manual of Qualifications for Advancement in Rating* relating to the ratings of Damage Controlman, Sonarman and Dental Technician, and military requirements for military personnel.

No. 1640 (1 Apr 1954)—Concerns the records and reports that must accompany a court martial prisoner to the retraining command.

No. 1412 (6 Apr 1954)—Gives the list of officers of the Regular Navy and Naval Reserve on active duty selected for temporary promotion to the grade of lieutenant.

No. 1400 (8 Apr 1954) — Announces the convening of a selection board to select for promotion officers to the grade of lieutenant in the line and Staff Corps of the Naval Reserve.

No. 1418 (9 Apr 1954)—States that all service-wide competitive exams not classified "Confidential" will be marked "For Official Use Only."

No. 5510 (14 Apr 1954)—Concerns downgrading of certain training publications.

No. 1412 (15 Apr 1954)—Gives

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9

1. (c) Gearing class.
2. (c) June 1945.
3. (a) Hydro-skis.
4. (c) 1886. A French count named Del'Amber obtained the first patent in that year.
5. (a) Flight deck landing lights.
6. (b) September 1950.

a second list of officers of the Regular Navy and Naval Reserve on active duty selected for temporary promotion to the grade of lieutenant.

No. 1751 (15 Apr 1954)—Disseminates information concerning unjustified and fraudulent claims for Basic Allowance for Quarters on behalf of the parents of naval personnel.

No. 1520 (20 Apr 1954)—Makes slight changes in BuPers Inst 1520.32 which gives a list of schools under control of BuPers that offer training courses for officers.

Congressional Action Taken On Bills of Importance To the Naval Establishment

Here is the latest roundup of legislation of interest to naval personnel to come out of the second session of the 83rd Congress.

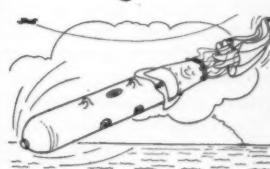
This summary, as usual, includes new bills introduced as well as changes in status of other bills previously introduced and reported in this section. The following list includes Congressional action covering the month since the last roundup.

Further information on legislation pertaining to the Navy and naval personnel will be carried in forthcoming issues as action is taken.

Limitations on Officers — Public Law 349 (evolving from H.R. 7103): provides for a limitation on the number of officers who may serve in the commissioned grades of the Army, Navy, Air Force and Marine Corps. It substitutes for the present flat percentage of officer strength a table of numbers of officers above the grade of lieutenant allowed for various total officer strength levels. The bill is based on the principle that as the size of the Navy, for example, increases, the proportion of senior officers in it will decrease. The new law provides "permanent guide lines" to replace certain arbitrary limitations attached to the last three Defense Department appropriation acts. It also repeals current restrictions on the voluntary retirement of Regular Navy officers.

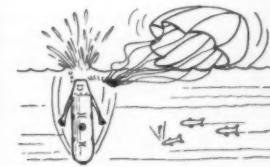
Annuity Plan — Public Law 346 (evolving from H.R. 8539 and S. 3209): Extends the deadline for decision on whether or not to enter the new "Uniformed Services Contingency Option Act" from 30 Apr

When modern mines take to the air they must be dressed for the occasion. In fact the well dressed air-dropped mine would be caught without a parachute. It's not just a question of pick-



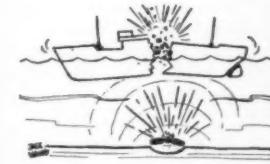
ing up a parachute and attaching it to a mine either. Each mine must have a parachute designed for its particular problems and weight.

The purpose of the parachute is to slow the rate of descent of the mine and to stabilize it when released from high-flying super-speed aircraft so that it is not damaged on contact with the surface of the sea. There are many



factors to be considered in the design of such a parachute. The strength of fabric required, its ability or lack of ability to absorb water, the types of seams, the types of stitches, the proper shroud lines, the kind of reinforcing tapes.

All these requirements are determined by the size, weight and conditions under which the mine will be used. The parachute, which is attached to the mine by a toggle, is released by action of the water dragging the hinge pin from the coupling arm. The



parachute itself, is deliberately made heavier than water so that it will sink and not betray the presence of the mine. The mine sinks to the bottom and, depending upon its type, lies in wait for its unsuspecting victim to appear.

THE BULLETIN BOARD

1954 to 30 Nov 1954 (except for persons on the Retired List who have already had to make their decision.)

Warrant Officers — H.R. 6374: passed by House; establishes a career program for warrant officer promotion and retirement similar to the program now in existence for commissioned officers. The new bill would eliminate many of the discrepancies under present regulations and would organize the warrant programs of all the armed services on the same basis, prescribing uniform time-in-grade requirements for promotion, instituting a selection system for promotion and revising and consolidating regulations for retirement or discharge with severance pay if passed over and not reenlisted.

Foreign Decorations — H.R. 6051 and S. 2247: passed by House and Senate; would provide that members of the U. S. armed forces may be authorized by the service secretaries to accept from certain allied governments decorations, orders and emblems which may be tendered them for Korean service. A similar bill which would extend this privilege to veterans of World War II was previously introduced.

Basic Pay Scale — H.R. 7489: introduced; would provide for a "cost-of-living" pay increase (or decrease) for members of the armed forces. Basic pay of members would be raised or lowered in accordance with the movements of the Consumer's Price Index of the Bureau of Labor Statistics. This bill is independent legislation, not sponsored by the Department of Defense.



"Very good! . . . hope you remember how you did it, when he gets up."

Cemetery Markers — H.R. 4690: passed by House; would provide for the erection of appropriate markers in national cemeteries to honor the memory of members of the armed forces missing in action.

Veterans' Benefits — H.R. 8669: introduced; would withhold from any veteran of the armed forces who refused to sign a loyalty oath all veterans' benefits he would normally receive upon separation.

List of Latest Films Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in April.

Films distributed under the Fleet Motion Picture Plan are leased from

the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. The plan and funds are under the administration of the Chief of Naval Personnel.

Miss Sadie Thompson (1407) (T): Musical Melodrama; Rita Hayworth, Jose Ferrer, Aldo Ray.

Creature From the Black Lagoon (1408): Fiction Melodrama; Richard Carlson, Julia Adams.

It Should Happen To You (1409): Comedy; Judy Holliday, Peter Lawford.

Jubilee Trail (1410) (T): Western; Vera Ralston, Joan Leslie, Forrest Tucker, Pat O'Brien.

Highway Dragnet (1411): Crime Drama; Richard Conte, Joan Bennett.

Saadia (1412) (T): Adventure Drama; Cornel Wilde, Mel Ferrer.

Duffy of San Quentin (1413): Drama; Paul Kelly, Joanne Dru, Louis Hayward.

Riot in Cell Block 11 (1414): Prison Drama; Neville Brand, Emile Meyer.

Executive Suite (1415): Drama; William Holden, June Allyson, Barbara Stanwyck, Fredric March, Walter Pidgeon, Shelly Winters, Paul Douglas, Nina Foch, Louis Calhern, Dean Jagger.

Killers From Space (1416): Science Fiction; Peter Graves, Barbara Bestar.

World For Ransom (1417): Crime Drama; Dan Duryea, Gene Lockhart.

Drums of Tahiti (1418) (T): Romantic Adventure; Dennis O'Keefe, Patricia Medina.

Random Harvest (1419) (T) (Re-issue): Romantic Melodrama; Ronald Colman, Greer Garson.

Alaska Seas (1420): Adventure Drama; Robert Ryan, Jan Sterling.

Loophole (1421): Crime Drama; Barry Sullivan, Dorothy Malone.

Wicked Woman (1422): Melodrama; Richard Egan, Beverly Michaels.

Johnny Eager (1423) (Re-issue): Crime Melodrama; Lana Turner, Robert Taylor.

Welcome Party Is Ready When You Land at Atlantic Field

One commanding officer who can always get a cackle out of his troops is MSGT Harold Roland, USMC, Commanding Officer of the Marine Corps Emergency Landing Field at Atlantic, N. C.

Half of his troops are chickens, while the other half is made up of a few ducks and one young pig.

The only human stationed at Atlantic Field, the sergeant decided to enlist a few "recruits" to help pass the time away. So he picked up some 30-odd chickens and

ducks and "Big Orange," a month-old pig.

Roland is stationed at Atlantic to aid in any emergency landings that might be made there. He also keeps up the runways and maintains the grounds around the small field.

In his spare time he tries to drill his troops and gets in a little fishing and hunting when the season is right. "Big Orange" goes with him on inspection trips around the field.

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DECORATIONS & CITATIONS



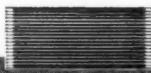
SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

- ★ HOHMANN, Keith E., HN, USN, serving with a Marine Infantry Company on 25 Jul 1953.
- ★ LILES, Jacky W., HM3, USN, serving with a Marine Infantry Company on 12 Jul 1953.

Gold star in lieu of second award:

- ★ LILES, Jacky W., HM3, USN, serving with a Marine Infantry Company on 25 Jul 1953.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States . . ."

- ★ ADAMS, Harry A., Jr., CAPT, USN, Commander Escort Group and Commander Escort Squadron Seven from 19 Jan to 15 Dec 1952. Combat "V" authorized.

- ★ BAKER, Harold E., CAPT, USN, on the staff of Commander Blockading and Escort Force from 25 Aug 1952 to 27 Jul 1953. Combat "V" authorized.

- ★ COLLINS, Dale E., CAPT, USN, Commander Service Division 31 from 23 Oct 1952 to 27 Jul 1953. Combat "V" authorized.

- ★ CONWELL, Lester C., CAPT, USN, Commander Destroyer Division 72 from 26 Dec 1952 to 23 Apr 1953. Combat "V" authorized.

- ★ CRISSMAN, George G., CAPT, USN, CO of USS Toledo (CA 133) and Bombardment Element Commander in Task Force 77 from 6 Oct to 8 Dec 1952. Combat "V" authorized.

- ★ DALTON, Carl M., CAPT, USN, Commander Destroyer Squadron 11 and Commander Wonsan Defense Unit from 19 to 27 Jul 1953. Combat "V" authorized.

- ★ DASPIIT, Lawrence R., CAPT, USN, CO of USS Los Angeles (CA 135) and Commander of numerous Task Elements from 11 Oct 1952 to 24 Apr 1953. Combat "V" authorized.

- ★ ECKLUND, Archibald M., CAPT, MC, USN, serving in USS Repose (AH 16) from 2 Nov 1951 to 10 Oct 1952. Combat "V" authorized.

★ GAVITT, Severence W., CDR, USN, on the staff of Commander Blockading and Escort Force from 1 Nov 1952 to 27 Jul 1953. Combat "V" authorized.

★ GREGG, Otis C., CAPT, USN, CO of USS Princeton (CVS 37) from 18 May to 27 Jul 1953. Combat "V" authorized.

★ GREWE, Ray V., LT, MC, USNR, serving with a Marine Medical Battalion from 25 Aug 1952 to 5 Jun 1953. Combat "V" authorized.

★ HARRIS, Thomas D., CDR, USN, Commander Carrier Air Group Nine from 31 Jan to Jul 1953. Combat "V" authorized.

★ HOLLOWAY, Charles K., LCDR, MC, USN, serving in the First Medical Battalion, First Marine Division from 15 Sep to 15 Dec 1950. Combat "V" authorized.

★ HUBBARD, Miles H., CAPT, USN, CO of USS Bremerton (CA 130) and Commander of numerous Task Elements from 1 May to 26 Jun 1953. Combat "V" authorized.

★ JOHNSON, Nels C., CDR, USN, Commander Destroyer Division 262 from 18 Jun to 14 Oct 1952. Combat "V" authorized.

★ JUKES, Herbert L., CAPT, USN, CO of USS Cimarron (AO 22) from 28 Apr to 27 Jul 1953. Combat "V" authorized.

★ LOVE, Horace G., Jr., LT, MC, USNR, serving with a Marine Division from 4 Nov 1952 to 13 Aug 1953. Combat "V" authorized.

★ MAYBERRY, Dale, CAPT, USN, Commander Wonsan Defense and Blockade Unit from 22 Mar to 3 Apr 1953 and from 23 Apr to 8 May 1953. Combat "V" authorized.

★ MCLEOD, Bowen F., CAPT, USN, Chief of Staff and Aide to Commander Carrier Division Three and Commander Task Force 77 from 9 Jan to 28 Jul 1953. Combat "V" authorized.

★ PHILLIPS, George L., CAPT, USN, Commander Mine Squadron Three and Commander Western Pacific Mine-sweeping Group from 5 Mar to 27 Jul 1953. Combat "V" authorized.

★ PHILLIPS, Richard H., CAPT, USN, CO of USS Rochester (CA 124) and Commander of a Gun Strike Unit and Commander of a Fire Support Unit from 1 Dec 1952 to 16 Mar 1953. Combat "V" authorized.

★ PIERCE, George E., CAPT, USN, naval liaison officer, attached to U. S. Eighth Army from 7 Sep 1952 to 18 Jul 1953. Combat "V" authorized.

★ PITTS, Ray M., CAPT, USN, on the staff of Commander Seventh Fleet from 13 Jul 1952 to 14 Mar 1953. Combat "V" authorized.

★ RAMSEY, Paul H., CAPT, USN, CO of USS Philippine Sea (CVA 47) from 31 Jan to 30 Jul 1953. Combat "V" authorized.

★ SHIRLEY, Gene T., CDR, USN, on the staff of Commander Seventh Fleet from 5 Sep 1952 to 27 Jul 1953. Combat "V" authorized.

★ SIMPLER, Leroy C., CAPT, USN, naval liaison officer in the Joint Operation Center from 29 Jun to 27 Jul 1953. Combat "V" authorized.

★ WAGNER, Edwin O., CAPT, USN, Chief of Staff and aide to Commander Carrier Division Five from 25 Jan to 28 Apr 1953. Combat "V" authorized.

★ WEISSER, John R., CAPT, MC, USN, serving in USS Hauen (AH 12) from July 1952 to June 1953. Combat "V" authorized.

★ WHITNEY, Laurens A., CDR, USN, Commander Air Task Group One from 10 May to 27 Jul 1953. Combat "V" authorized.

★ WILLIAMS, Harlan D., LT, USN, attached to Composite Squadron 61 and serving with Fighter Squadron 91 from 1 Feb to 14 Apr 1953. Combat "V" authorized.

★ YATES, Edgar L., CDR, USN, CO of USS Orleck (DD 886) from 26 Jun to 2 Dec 1952. Combat "V" authorized.

Gold star in lieu of second award:
★ AMBROSE, Homer, CAPT, USN, officer in charge, U. S. Naval Ship Repair Facility, Yokosuka, Japan, from 25 Jun 1950 to 14 Aug 1951; and as CO of that activity from 15 Aug 1951 to 30 Jul 1953.

★ AYRES, William W., CDR, MC, USN, serving with a Marine Division from 31 Aug 1952 to 14 Aug 1953. Combat "V" authorized.

★ DIXON, Robert E., CAPT, USN, CO of USS Valley Forge (CVS 45) from 2 Jan to 5 Jun 1953. Combat "V" authorized.

★ HOUSE, Herschel A., CAPT, USN, on the staff of Commander Seventh Fleet from 12 Mar to 27 Jul 1953. Combat "V" authorized.

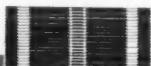
★ MORRISON, Ocie B., RADM (then captain), MC, USN, Force Medical Officer on the staff, Commander Naval Forces Far East, from 29 Mar 1952 to 30 Apr 1953.

★ OVROM, Allan A., CAPT, USN, Chief of Staff to Commander Cruiser Division Three from 26 Apr to 27 Jul 1953. Combat "V" authorized.

★ SCHANZE, Edwin S., CAPT, USN, Chief of Staff and Aide to Commander Blockading and Escort Force from 17 Nov 1952 to 26 Jul 1953. Combat "V" authorized.

DECORATIONS

- ★ SLONIM, Gilven M., CDR, USN, CO of USS *Iruin* (DD 794) from 9 May to 27 Jul 1953. Combat "V" authorized.
- ★ STELTER, Frederick C., Jr., CAPT, USN, CO of USS *Saint Paul* (CA 73) and Commander of numerous Task Elements from 19 Mar to 2 Jul 1953. Combat "V" authorized.
- ★ TATOM, John F., CAPT, USN, on the staff of Commander Naval Forces, Far East, from 18 Aug 1950 to 9 Jun 1953. Combat "V" authorized.
- ★ WARD, James H., CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet from 22 Jul 1952 to 12 May 1953. Combat "V" authorized.



DISTINGUISHED FLYING CROSS

"For heroism of extraordinary achievement in aerial flight . . ."

- ★ AKAGI, Joe L., LTJG, USNR, serving in Fighter Squadron 194 on 26 Jul 1953.
- ★ AWTRY, Robert K., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.
- ★ BALDWIN, Clarence L., Jr., LTJG, USN, serving in Composite Squadron Three on 17 Nov 1952.
- ★ BARTLETT, Ernest E., Jr., LT, USN, attached to Fighter Squadron 92 on 14 Jul 1952.
- ★ BELL, Bruce A., LCDR, USNR, serving in Fighter Squadron 154 on 19 Jul 1953.
- ★ BERGSMA, Earl R., LTJG, USN, serving in Helicopter Squadron One, Detachment 11, on 31 Mar 1951.
- ★ BERKEBILE, Leroy F., LCDR, USNR, attached to Fighter Squadron 92 on 14 Mar 1953.
- ★ BLACKFORD, William C., Jr., LT, USNR (posthumously), serving in Fighter Squadron 152 on 12 Jun 1953.
- ★ BLAIR, Vernon W., LCDR, USNR, serving in Fighter Squadron 93 on 3 Jul 1953.
- ★ BLUM, Felix E., LTJG, USNR, attached to Fighter Squadron 151 on 24 May 1953.
- ★ BROWN, James L., Jr., LT, USNR, serving in Composite Squadron Three on 10 Dec 1952.
- ★ BROWN, Robert H., Jr., LT, USN, attached to Fighter Squadron 151 on 22 Jul 1953.
- ★ BUCHANAN, Billie "J." LT, USNR, serving in Composite Squadron 35 on 21 Mar 1953.
- ★ CARVER, William E., LCDR, USN, serving in Fighter Squadron 93 on 10 Jun 1953.
- ★ CORRIGAN, Paul T., LTJG, USN, serving in Composite Squadron 61 on 22 Jul 1952.
- ★ COUINAHAN, Henry R., LT, USN, attached to Composite Squadron 35 on 8 Apr 1953.

★ CROWLEY, Herbert D., LT, USNR, attached to Composite Squadron Three and serving with Carrier Air Group Five on 9 May 1953.

★ DAUER, Harold L., AO3, USN, serving in Patrol Squadron 42 from 26 Aug 1950 to 1 Feb 1951.

★ DAVENPORT, Howard M., LTJG, USN, (posthumously), serving in Fighter Squadron 54 on 4 Mar 1953.

★ DAVIS, Hector W., Jr., LT, USN, serving in Fighter Squadron 94 on 17 Jul 1953.

★ DAVIS, William G., LT, USNR, serving in Composite Squadron 61 on 30 Oct 1952.

★ DIAS, Robert F., LT, USNR, serving in Attack Squadron 125 on 27 Jan 1953.

★ DINNEL, Alfred C., LT, USN, serving in Attack Squadron 155 on 19 Jun 1953.

★ EDWARDS, Glen R., LT, USNR, serving in Fighter Squadron 781, attached to Carrier Air Group 102 on 7 Oct 1951.

★ ENDACOTT, Jack A., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.

★ FICHMAN, Herbert T., LCDR, USN, CO of Fighter Squadron 92 on 3 May 1953.

★ FORBUSH, Russell T., LT, USNR, serving in Helicopter Squadron One on 3 Jun 1953.

★ FORNOF, John W., LT, USNR, serving in Fighter Squadron 151 on 14 Jun 1953.

★ GOOD, Donald L., LCDR, USNR, serving in Helicopter Squadron One, Unit 19, on 18 Mar 1953.

★ GRAVES, Roger E., LT, USNR, serving in Composite Squadron 61 on 30 Oct 1952.

★ GREEN, Laurence B., LCDR, USN, attached to Fighter Squadron 53 on 18 Feb 1953.

★ GREGG, Dan "B." LT, USNR, serving in Attack Squadron 125 on 26 Jan 1953.

★ GRIESE, Wilbur A., LCDR, USNR, serving in Composite Squadron 35, attached to Fighter Squadron 54, on 17 Jan 1953.

★ GROSSER, John F., LT, USN, serving in Composite Squadron 61 on 30 Oct 1952.

★ GROVES, Samuel N., Jr., LT, USN, serving in Composite Squadron Three on 12 Dec 1952.

★ HARRIS, Thomas D., CDR, USN, Commander Carrier Air Group Nine on 15 Jun 1953.

★ HAYEK, Paul A., LT, USN, attached to Fighter Squadron 52 on 19 Jul 1953.

★ HAYES, Robert V., LT, USN, attached to Fighter Squadron 52 on 16 Jul 1953.

★ HAYWARD, Thomas B., LTJG, USN, attached to Fighter Squadron 51 on 8 Apr 1953.

★ HENKE, Leonard A., LT, USNR, serving in Composite Squadron Three, Carrier Air Group Five on 5 Mar 1953.

★ HERBST, John M., LTJG, USNR, serving in Composite Squadron 61, attached to Carrier Air Group 11 on 20 Jul 1952.

★ HOLLOWAY, James L., III, LCDR, USN, serving in Fighter Squadron 52 on 20 Jul 1953.

★ HOLMES, Blackwell, O., LCDR, USNR, serving in Fighter Squadron 94 on 15 Jun 1953.

★ HUGHES, William P., LT, USNR, serving in Fighter Squadron 874 on 6 Dec 1952.

★ JOHNSON, Cecil V., CDR, USN, serving as Commander Air Group Five on 14 Mar 1953.

★ JOHNSON, Clarence R., LT, USN, serving in Fighter Squadron 194 on 31 May 1953.

★ KAUFMAN, Richard F., LTJG, USN, attached to Fighter Squadron 111 on 19 May 1953.

★ KEARNS, William E., LT, USNR, serving in Fighter Squadron 781 on 6 Jul 1951.

★ KINNEY, Darwin I., LT, USNR, attached to Composite Squadron 61 and serving on additional duty with Fighter Squadron 121 on 25 Apr 1953.

★ KNOPF, Harold D., LT, USNR, serving in Composite Squadron 35 on 8 Jun 1952.

★ KRAMER, Kenneth C., LTJG, USN, attached to Fighter Squadron 51 on 3 May 1953.

★ KYLE, Gene, LT, USNR, serving in Fighter Squadron 781 on 7 Jul 1951.

★ MARSHALL, Daniel V., Jr., LT, USN, attached to Fighter Squadron 51 on 28 Feb 1953.

★ McCABE, Jerome, LTJG, USNR, serving in Fighter Squadron 121 on 16 Mar 1953.

★ McCLELLAN, Thomas G., LT, USNR, serving in Composite Squadron 35 on 14 Mar 1953.

★ McCONNELL, Robert M., LCDR, USN, attached to Fighter Squadron 54 on 1 Apr 1953.

Gold star in lieu of third award:

★ AILLAUD, Emmett R., ENS, USN, serving in Fighter Squadron 54 on 29 Oct 1951.

★ EVANS, Halbert K., CDR, USN, (posthumously), CO of Attack Squadron 75 on 23 Jun 1952.

★ GRAY, Paul N., CDR, USN, CO of Fighter Squadron 54 on 2 Jan 1952.

★ FRANKE, Willard J., LT, USN, serving in Helicopter Squadron One on 19 Oct 1952.

★ SCOTT, John A., AOC, USN, serving in Patrol Squadron Six from 8 Jul 1950 to 28 Jan 1951.

★ SHERWOOD, Gordon A., CDR, USN, CO of Attack Squadron 65 on 1 Sep 1952.

★ THOMPSON, Lewis E., Jr., LCDR, USN, serving in Fighter Squadron 63 on 23 Jun 1952.

★ WILEY, Herbert W., LCDR, USN, serving in Attack Squadron 923 on 2 Nov 1951.

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BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ARNTZ, Leland L., HM3, USNR, attached to a Rifle Company on 27 May 1951. Combat "V" authorized.

★ BARTON, Wilbur G., CDR, USN, serving in USS *Los Angeles* (CA 135) from 10 Oct 1952 to 23 Apr 1953. Combat "V" authorized.

★ BASINGER, Alan A., LTJG, MC, USNR, attached to a Marine Infantry Company from 21 Feb to 19 May 1951. Combat "V" authorized.

★ BAUMGARTNER, James V., LTJG, USNR, serving in USS *Los Angeles* (CA 135) from 10 Oct 1952 to 23 Apr 1953. Combat "V" authorized.

★ BEER, Robert O., CAPT, USN, on the staff of Commander Amphibious Force, Far East, from 4 Aug 1952 to 29 Jan 1953. Combat "V" authorized.

★ BRANDT, John H., CDR, USN, serving in USS *Los Angeles* (CA 135) from 10 Oct 1952 to 23 Apr 1953. Combat "V" authorized.

★ BREITZ, Kenneth L., HN, USN, serving with a Marine Infantry Company on 29 May 1951. Combat "V" authorized.

★ CAMPOMENOSI, Louis J., Jr., LT, USN, CO of Minesweeping Boat Division One on 13 and 14 Oct 1952. Combat "V" authorized.

★ CHRISTOPHER, Arsene, LT, USNR, serving in East Coast Blockading and Patrol Group from 9 Aug 1952 to 6 Feb 1953. Combat "V" authorized.

★ CHURCHILL, Joe V., HN, USN, attached to a Rifle Company on 23 Apr 1951. Combat "V" authorized.

★ McCLELAND, Arvel S., HM3, USN, serving with a Marine Infantry Company on 26 Sep 1950. Combat "V" authorized.

★ COX, Paul F., N, USN, serving with a Marine Weapons Company on 24 Apr 1951. Combat "V" authorized.

★ DART, Robert W., LCDR, USNR, serving in USS *Los Angeles* (CA 135) from 10 Oct 1952 to 23 Apr 1953. Combat "V" authorized.

★ DELANEY, Leo T., Jr., LTJG, MC, USNR, attached to a Marine Infantry Battalion on 21 Feb 1951. Combat "V" authorized.

★ FARRINGTON, Robert F., CDR, USN, Commander Carrier Air Group 15 from 14 Oct 1951 to 19 Mar 1952. Combat "V" authorized.

★ FRANKLIN, Richard B., CDR, USN, CO of USS *Wedderburn* (DD 684) from 15 Jul 1951 to 12 Jan 1952 and Bombline Gunfire Support Element Commander of the East Coast Blockading and Patrol Group from 18 Aug to 4 Sep 1951. Combat "V" authorized.

★ GARVIN, Alfred D., LCDR, USN, serving in USS *Walke* (DD 723) from 23 Jan to 22 Jul 1951. Combat "V" authorized.

★ GEORTNER, John M., LCDR, USNR, CO of USS *Mocotobi* (ATF 105) from 1 Apr to 1 Dec 1951. Combat "V" authorized.

★ GIBBS, Julius E., CDR, USN, serving on the staffs of Commander Fleet Air Japan, and Commander Naval Forces, Far East, from 13 Apr 1951 to 15 Feb 1952.

★ GIBSON, Charles R., EN1, USN, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

★ GILLETT, William F., LTJG, USNR, officer in charge of a Volunteer Armed Whaleboat Crew on night of 31 May 1952. Combat "V" authorized.

★ GILLET, Robert M., CAPT, MC, USN, on the staff of Commander Naval Forces, Far East, from 27 Aug 1951 to 28 Mar 1952.

★ GLECKLER, Joseph D., LT (then LTJG), USNR, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

★ GOODENOUGH, Robin W., LT (then LTJG), USNR, member of Underwater Demolition Team Three from 29 Apr to 4 May 1951. Combat "V" authorized.

★ GREENE, Richard O., CAPT, USN, on the staff of Commander Seventh Fleet from 21 Oct 1951 to 3 Mar 1952. Combat "V" authorized.

★ GROOVER, Howard H., Jr., LTJG, ChC, USN, serving with a Marine Artillery Regiment from 15 Sep 1950 to 15 May 1951. Combat "V" authorized.

★ GUTEKUNST, Roscoe, LT, MC, USNR, serving with a Marine Infantry Battalion from 1 Jan to 15 Apr 1951. Combat "V" authorized.

★ HAINES, Carl C., SN, USN, serving in USS *Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ HANEY, William W., HM3, USNR, serving with a Marine Infantry Company on 20 May 1951. Combat "V" authorized.

★ HARBIN, Thomas L., BM3, USN, serving in USS *Beatty* (DD 756) on 11 Dec 1951. Combat "V" authorized.

★ HARRINGTON, Jeremiah C., DC2, USN, serving in USS *Essex* (CVA 9) on 16 Sep 1951.

★ HEADLAND, Edwin H., Jr., CDR, USN, CO of USS *Mansfield* (DD 728) from 28 Oct to 14 Nov 1951. Combat "V" authorized.

★ HILLAN, Donald D., LTJG, MC, USNR, serving with a Marine Helicopter Transport Squadron on 15 Oct 1951. Combat "V" authorized.

★ HOUSTON, Joseph A., CDR, USN, CO

of USS *George K. Mackenzie* (DD 836) from 16 Sep 1951 to 22 Apr 1952. Combat "V" authorized.

★ HUDDLE, Jonathan B., HM3, USN, serving with a Marine Tank Battalion on 29 May 1951. Combat "V" authorized.

★ HUGGARD, John J., LT, USN, Material Planning Officer, Ship Repair Facility, Fleet Activities, Yokosuka, Japan, from 25 Jun 1950 to 26 Jan 1951.

★ JEFFERY, Robert E., CDR, USN, CO of USS *Kidd* (DD 661) and Bombline Gunfire Support Element Commander of the East Coast Blockading and Patrol Group from 15 Jul 1951 to 12 Jan 1952. Combat "V" authorized.

★ JENKINS, Walter T., CAPT, USN, on the staff of Commander Amphibious Group Three from 16 Sep 1950 to 15 Jan 1951. Combat "V" authorized.

★ JENSEN, Clyde M., CAPT, USN, Commander Destroyer Squadron One, and Commander of the East Coast of Korea Blockading and Escort Force, from 24 Aug to 22 Sep 1951. Combat "V" authorized.

★ JOHNSON, Robert B., CDR, MC, USN, serving in USS *Haven* (AH 12) from 18 Oct 1950 to 12 Jul 1951.

★ JUNE, Russell Q., LCDR, USN, Chief Staff Officer to Commander Fleet Activities, Sasebo, Japan, from 27 Jun 1950 to 4 Nov 1951.

★ KEATING, Robert E., HN, USN, serving with a Marine Rifle Company on 10 Jun 1951. Combat "V" authorized.

★ KIBARLAN, Sarkis, HM3, USNR, serving with a Marine Infantry Company on 11 Sep 1951. Combat "V" authorized.

★ KILPATRICK, Marion C., LT, USN, CO of USS *Reclaimer* (ARS 42) from 6 Apr 1951 to 17 Jan 1952. Combat "V" authorized.

★ KLETT, John C., Jr., LTJG, USNR, serving in USS *Gull* (AMS 16) from 4 to 10 Sep 1951. Combat "V" authorized.

★ KUNTZE, Archie C., LCDR, USN, CO of USS *Begor* (APD 127) from 21 to 27 Jul 1951. Combat "V" authorized.

Gold star in lieu of second award:

★ STANLEY, Reuben E., CDR, USN, on staff of Commander Naval Forces, Far East, from 22 Jul 1950 to 1 Dec 1951.

★ STARK, Harry B., CDR, USN, CO of USS *Bausell* (DD 845) from 18 Apr to 16 May 1951. Combat "V" authorized.

★ SUPPLEE, Benjamin G., ME1, USN, attached to Underwater Demolition Team Three from 30 Jun to 8 Jul 1951. Combat "V" authorized.

★ WALDEN, John S., LT, USN, attached to USS *Wallace L. Lind* (DD 703) from 2 to 15 Feb 1951. Combat "V" authorized.

★ WHITWORTH, Billis L., LT, USN, CO of USS *Bolster* (ARS 38) from 1 to 22 Nov 1950. Combat "V" authorized.

★ WOODARD, Sanford E., CDR, USN, CO of USS *John R. Craig* (DD 885) from 18 Mar to 16 May 1951. Combat "V" authorized.

BOOKS:

CONTEMPORARY HISTORY, TRAVEL, SPORTS, KEYNOTE READING LIST

SPEARFISHING, the Korean conflict and travel hints will be found among the recent books selected for ship and shore libraries by the Bu-Pers library staff. Here are reviews of some of these volumes:

• **Shallow-Water Diving and Spearfishing**, by Hilbert Schenck, Jr., and Henry Kendall; Cornell Maritime Press.

During the past few years there has been a steady increase in interest in diving and spearfishing. Many Navymen have organized spearfishing clubs and spend much of their off-duty time engaged in this sport.

The authors have prepared complete exposition of the sport, including chapters on diving science, helmet diving, mask diving and the like. They discuss the ocean and its inhabitants, spearfishing and commercial shallow-water diving.

This book will be of considerable interest to those already well-versed in spearfishing and diving and should prove invaluable to those who are planning to try the art of spearfishing.

• **Treasure-Diving Holidays**, by Jane and Barney Crile; Viking Press.

Sailors will find this volume an excellent follow-up of *Shallow-Water Diving and Spearfishing*.

For about 20 years the authors (and their children) have been spending their vacations diving for pleasure—and profit. Starting with a home-made helmet which didn't work out so well, the Criles progressed to more practical equipment and a wealth of exciting experiences.

Here's a short run-down on their diving adventures: searching for abalones and octopuses off the California coast, spearfishing in the Caribbean, finding ivory tusks and 18th century cannon and first century Greek vases in sunken hulks. Thus the Criles ventured forth from their own "bath tub," so to speak, to the Mediterranean and other distant spots.

Thrills, adventure, humor fill most of the pages of this easy-to-read, well-illustrated book.

★ ★ ★

• **General Dean's Story**, by Major General William F. Dean, USA, as told to William L. Worden; Viking Press.

Most of us have followed with interest the unraveling of the mystery of General Dean, long believed killed in Korea, and who eventually was listed as a prisoner of war.

Now General Dean has come forth with his account of the events leading up to his capture and of his long internment. In many ways it is an amazing account.

General Dean learned to like Oriental-style rice and "kimchee." He learned to play "chong-gun," a form of chess, only to be deprived of the privilege of playing it. He became an expert in the art of fly-swatting, killing some 40,671 of the insects while he was a prisoner.

General Dean's Story is an engrossing account of an incredible ordeal. It reveals the general as a man of great endurance, courage, forthrightness and compassion. It discloses more than a little of the character of our foes in Korea.

★ ★ ★

• **From the Danube to the Yalu**, by General Mark W. Clark, USA, (Ret.); Harper and Brothers.

Not so long ago General Clark wrote a book called *Calculated Risk*, dealing chiefly with his activities during World War II and its immediate aftermath. This volume takes up the General's work as both a soldier and a diplomat, beginning with a brief discussion of his efforts to conclude a peace treaty with Austria and continuing through his tenure as Commander-in-Chief, United Nations Command, in Korea, and his subsequent retirement.

When General Clark arrived in the Far East, he was faced with many problems—including the POW rioting at Koje, supply difficulties, training of troops, how to carry on the fight and, eventually, the drawn-out peace talks and the armistice.

In his candid style, General Clark outlines these problems, conflicts, objectives and points out how they were resolved—or how they remained unresolved. He graphically describes the Communists as military men and as diplomats and repeats again and again his conviction that a firm stand, backed up with ample strength, is the only way to fight Communism.

This volume is an important one in the field of contemporary history.

★ ★ ★

• **How to Make Friends Abroad**, by Robert Root; Association Press.

If your ship is about to sail for foreign ports, here's a book that'll come in handy. It's a fast-paced description of attitudes and ideas you'll face as you visit faraway countries, designed to help you understand the "foreigner" and to show you the best way to put your best foot forward.

Americans abroad today meet anti-American prejudices as well as pro-American sentiments. Some of these prejudices stem from the unintentional actions of tourists and others abroad. Some are caused by national differences and contrasts in cultures. Others are brought about by Communist propagandists.

As a "sidewalk ambassador," the traveling Navyman will have to answer lots of questions concerning America. Sailors will be called upon to clear up many misunderstandings and misconceptions. This book provides quite a few of the answers.

The author, who has traveled as a correspondent in 17 European countries and in Asia, gives you the essence of the pointers he picked up "the hard way."

SONGS OF THE SEA



Across the Western Ocean

Oh, the times are hard and the wages low,
You sailor, where you bound to?
The Western Ocean is my home,
Across the Western Ocean.
We are going away from friends and home,
We are going away to search for gold.
Fathers and mothers, say good-bye,
Sisters and brothers, don't you cry.

—Old Captain Chantey

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ALL HANDS BOOK SUPPLEMENT



MARINES IN BELLEAU WOOD

Tide of Battle Turns—World War I

"Here they were called upon to do the impossible, and because they knew no such word—they did it." This eyewitness account is proudly told by their commander, Colonel A. W. Catlin, USMC, himself seriously wounded in the attack.

By May of 1918, the land war in Europe had entered its fourth year and the Germans were battering their way forward through tiring Allied lines that stretched at one point to within 35 miles of Paris.

This particular point was a good-sized patch of woods called "Belleau Wood." It was about the size of New York's Central Park. The struggle for this tangled bit of woodland was one of the turning points of World War I and a bright page in the history of the U. S. Marine Corps.

The German forces had come up to Belleau Wood full of fight and confidence, advancing almost at will. Suddenly, they were confronted with these fresh American troops—and were stopped in their tracks by the bull's-eye sharpshooting and deadly machine-gun fire of the Leathernecks.

Dramatically, the tables were turned. The Marines struck back in one of the most courageous actions of any war to drive the enemy from their dug-in positions in the wood and throw them back on the defensive.

It was one of the epic chapters of the Corps when the "Devil Dogs" came rushing across the open wheat field in four waves, some falling, others moving onward, pausing for breath, then moving again, into the face of the withering fire which spattered all about them. There hardly seemed to be enough left to carry the fight

through the wood, but there were—and they did. By nightfall, the Germans had been beaten, many killed, and the Marines were victorious.

No less an authority than Georges Clemenceau, wartime premier of France, has said that the action at Belleau Wood was the saving of Paris. It also served as a tonic for morale all up and down the Allied line, setting off a chain reaction of major offensives that soon threw the enemy back, ending in Germany's surrender the following November.

Here is the thrilling story behind the words "Belleau Wood," as told by an authoritative eyewitness, Colonel (later Brigadier General) A. W. Catlin, USMC. Colonel Catlin, the commander of the Sixth Marine Regiment, was himself wounded, shot through the chest by a sniper, as he stood near the battle line watching his men storm that deadly wood.

THE MORNING OF JUNE 6TH found us holding a shortened line. That something was going on within those threatening woods we knew, for our intelligence men were not idle. Every day my regimental intelligence officer rendered a report of the enemy's movements to

Abridged and freely arranged from the book "With the Help of God and a Few Marines" by Brigadier General A. W. Catlin, USMC, with the collaboration of Walter A. Dyer; Doubleday, Page and Co., Garden City, N. Y., 1919. Published by permission of the copyright owner.



MARINE machine gunner takes up post in a tree.

the Divisional Intelligence Department and also to me, and I reported in turn to Brigade Headquarters. The report on this morning was to the effect that the Germans were organizing in the woods and were consolidating their machine-gun positions, so that a sortie in force seemed not unlikely.

As a matter of fact, we had been prepared for something of the sort for nearly two days. On the night of the 4th Lieutenant Eddy, [Second Lieutenant William A. Eddy, USMC], the intelligence officer of the Sixth, with two men stole through the German lines and penetrated the enemy country almost as far as Torcy. They lay in a clover field near the road and watched the Germans filing past them. They listened to the talk and observed what was going into the woods.

It was a risky thing to do, but they brought back valuable information. This Lieutenant Eddy was a daredevil, anyway, and loved nothing better than to stalk German sentries in Indian fashion and steal close to their lines. While we were in the trenches he did some remarkable work with the patrols. He was the son of a missionary, I believe, born and raised in Asia Minor, and was an American college graduate. How he came by his extraordinarily adventurous spirit, I don't know, but he certainly had it. The Marine service has always attracted men of that type.

As I say, we were looking for a sortie, but none came, and in the afternoon we were ordered to attack at 5 P.M. The Germans must be driven out of Belleau Wood.

There were sound strategic reasons for this remarkable order. In the first place, pressure had to be relieved northwest of Chateau-Thierry before that position could be made secure. Belleau Wood now formed a dangerous salient in our curving line, and to straighten that line from the advanced position at the northwest down to Triangle Farm, it was necessary to take the town of Bouresches and at least a part of the wood.

In the second place, Belleau Wood was too strong a natural fortress to be allowed to remain in the hands of a powerful enemy on our immediate front. It was strongly garrisoned with infantry and machine gunners, and the big guns were coming up. For the Germans it formed a base of attack that threatened our whole line to the south. So long as they held it a sudden thrust was possible at any time, and such a thrust might mean untold disaster, probably the quick advance on Paris. For us it was an effective barricade. The Allies could not advance with that thorn in their side.

Obviously, Belleau Wood had to be taken, and that right quickly, whether we were to act successfully on the

defensive or on the offensive. It would have been suicidal to wait for the German attack. An assumption of the offensive was the only solution. And so it turned out that the United States Marines, who had been called up to support the French in defense, were ordered to attack, and to attack an enemy position of the strongest kind. That we were expected to succeed speaks volumes for the confidence that we had won.

Belleau Wood is longer than it is wide, and the easiest way to take it was from west to east. Otherwise we would have been plunging against the enemy's deepest strength.

Holcomb's battalion [Major Thomas Holcomb, USMC, Commander of the 2nd Battalion and later Commandant of the Marine Corps] was ordered to hold the line, while Sibley's [Major Berton W. Sibley, USMC, commander of the 3rd Battalion] was to come up, pass through it, and make the attack on the southern section of the woods, starting in on the western side. The objectives for the first attack mentioned in the orders were the eastern edge of the woods and [the nearby town of] Bouresches. Berry's battalion [Major Benjamin S. Berry, USMC, commander of the 3rd Battalion, Fifth Regiment] was to attack from the west on Sibley's left.

The second prearranged objective was another section of the woods and a line over the high ground south of Torcy. The French and the rest of the Fifth were to push on toward the north, with Torcy and the rest of the woods as the ultimate objective. As will be seen, a part of these objectives were attained promptly and decisively, while others were delayed.

The orders to attack at 5 o'clock were written at Brigade Headquarters, about three kilometres in the rear, at 2 P.M. At 3:45 a copy was handed to me by Lieutenant Willims, General Harbord's aide, who came up by motorcycle.

No one knows how many Germans were in those woods. I have seen the estimate placed at 1,000, but there were certainly more than that. It had been impossible to get patrols into the woods, but we know they were full of machine guns and that the enemy had trench mortars there. We captured five of their minnenwerfers later. So far as we knew, there might have been any number of men in there, but we had to attack just the same, and with but a handful. Sibley and Berry had a thousand men each, but only half of these could be used for the first rush, and as Berry's position was problematical, it was Sibley's stupendous task to lead his 500 through the southern end of the wood clear to the eastern border if the attack was not to be a total failure. Even to a Marine it seemed hardly men enough.

The men knew in a general way what was expected of them and what they were up against, but I think only the officers realized the almost impossible task that lay before them. I knew, and the knowledge left me little comfort. But I had perfect confidence in the men; that never faltered. That they might break never once entered my head. They might be wiped out, I knew, but they would never break.

It was a clear, bright day. At that season of the year it did not get dark till about 8:30, so we had three hours of daylight ahead of us.

Our artillery fired for half an hour, shelling the woods, but there was no artillery preparation in the proper sense of the term. They had no definite locations and were obliged to shell at random in a sort of hit-or-

miss fire. It must have been largely miss. The German artillery, on the other hand, increased its fire as Sibley's men went into line.

Before us stood the frowning wood, with its splintered trunks and shell-shattered branches, and with the little jungle of undergrowth at the edge filled with threat and menace. It was a moment of foreboding fit to shake nerves of steel, like entering a dark room filled with assassins.

No orders as to the adjustment of rifle sights had been given, as the range was point blank.

Watches had been synchronized and no further orders were given.

As the hands touched the zero hour there was a single shout, and at exactly 5 o'clock the whole line leaped up simultaneously and started forward, Berry's 500 and Sibley's 500, with the others in support.

The *Boches* were ready and let loose a sickening machine-gun and rifle fire into the teeth of which the Marines advanced. The German artillery in the woods increased the fury of its fire, and the big guns at Belleau and Torcy, a mile and a half away, pounded our advancing lines.

On Berry's front there was the open wheat field, 400 yards or more wide—winter wheat, still green but tall and headed out. Other cover there was none. On Sibley's left there was open grass land perhaps 200 yards wide; his right was close to the woods.

Owing to the poor communications, the two battalions engaged in what were virtually independent actions, and, as I had feared, Berry got the worst end of it. He had to face that wide open space, swept by machine-gun fire, with a flanking fire from the direction of Torcy. My eyes were on what Sibley's men were doing, and I only knew in a general way what was happening to the battalion of the Fifth.

But Floyd Gibbons, the correspondent of the *Chicago Tribune*, was with Berry and saw it all. He was, in fact, seriously wounded himself, and has lost an eye as a result. Gibbons says that the platoons started in good order and advanced steadily into the field between clumps of woods. It was flat country with no protection of any sort except the bending wheat. The enemy opened up at once and it seemed, he says, as if the air were full of red-hot nails. The losses were terrific. Men fell on every hand there in the open, leaving great gaps in the line. Berry was wounded in the arm, but pressed on with the blood running down his sleeve.

Into a veritable hell of hissing bullets, into that death-dealing torrent, with heads bent as though facing a March gale, the shattered lines of Marines pushed on. The headed wheat bowed and waved in that metal cloud-burst like meadow grass in a summer breeze. The advancing lines wavered, and the voice of a Sergeant was heard above the uproar:

"Come on, you — — — — ! Do you want to live forever?"

The ripping fire grew hotter. The machine guns at the edge of the woods were now a bare hundred yards away, and the enemy gunners could scarcely miss their targets. It was more than flesh and blood could stand. Our men were forced to throw themselves flat on the ground or be annihilated, and there they remained in that terrible hail till darkness made it possible for them to withdraw to their original position.

Berry's men did not win that first encounter in the attack on Belleau Wood, but it was not their fault. Never did men advance more gallantly in the face of certain death; never did men deserve greater honour for valour.

Sibley, meanwhile, was having better luck. I watched his men go in and it was one of the most beautiful sights I have ever witnessed. The battalion pivoted on its right, the left sweeping across the open ground in four waves, as steadily and correctly as though on parade. There were two companies of them, deployed in four skirmish lines, the men placed five yards apart and the waves fifteen to twenty yards behind each other.

I say they went in as if on parade, and that is literally true. There was no yell and wild rush, but a deliberate forward march, with the lines at right dress. They walked at the regulation pace, because a man is of little use in a hand-to-hand bayonet struggle after a hundred yards' dash. My hands were clenched and all my muscles taut as I watched that cool, intrepid, masterful defiance of the German. And still there was no sign of wavering or breaking.

It took courage and steady nerves to do that in the face of the enemy's machine-gun fire. Men fell there in the open, but the advance kept steadily on to the woods. It was then that discipline and training counted. Their minds were concentrated not on the enemy's fire but on the thing they had to do and the necessity for doing it right. They were listening for orders and obeying them. In this frame of mind the soldier can perhaps walk with even more coolness and determination than he can run.

The Marines have a war cry that they can use to advantage when there is need of it. It is a bloodcurdling yell calculated to carry terror to the heart. I am told that there were wild yells in the woods that night.

I am afraid I have given but a poor picture of that splendid advance. There was nothing dashing about it like a cavalry charge, but it was one of the finest things I have ever seen men do. They were men who had never before been called upon to attack a strongly held enemy position. Before them were the dense woods effectively sheltering armed and highly trained opponents of unknown strength. Within its depths the machine-guns snarled and rattled and spat forth a leaden death. It was like some mythical monster belching smoke and fire from its lair. And straight against it marched the United States Marines, with heads up and the light of battle in their eyes.

Well, they made it. They reached the woods without breaking. They had the advantage of slightly better

REPORT via phone goes out from observation post.



MARINES IN BELLEAU WOOD

cover than Berry's men and the defensive positions at the lower end of the woods had not been so well organized by the Germans as those on the western side. The first wave reached the low growth at the edge of the woods and plunged in. Then the second wave followed, and the third and the fourth, and disappeared from view.

[*How did it feel to be out there in that hail of fire? Here's how Private W. H. Smith, USMC, described his actions later.*]

"There wasn't a bit of hesitation from any man. All went forward in an even line. You had no heart for fear at all. Fight—fight and get the Germans was your only thought. Personal danger didn't concern you in the least and you didn't care.

"There were about sixty of us who got ahead of the rest of the company. We just couldn't stop despite the orders of our leaders. We reached the edge of the small wooded area and there encountered some of the Hun infantry.

"Then it became a matter of shooting at mere human targets. We fixed our rifle sights at 300 yards and aiming through the peep kept picking off Germans. And a man went down at nearly every shot.

[*As his men reached the woods, Colonel Catlin's own part in the action came to an end when he was felled by a sniper's bullet. "It felt exactly as though someone had struck me heavily with a sledge; it swung me clear around and toppled me over on the ground." The remainder of the narrative he pieces together from later reports.*]

The minute they got into the woods our boys found themselves in a perfect hornet's nest of machine gunners, grenadiers, and riflemen. No one could have realized how strong the enemy's position there was, or I do not believe that we would have been ordered in without more adequate artillery preparation. There were machine-

gun nests everywhere — on every hillock and small plateau, in every ravine and pocket, amid heaps of rocks, behind piles of cut timber, and even in the trees, and every gun was trained upon the advancing Marines and spitting hot death into them.

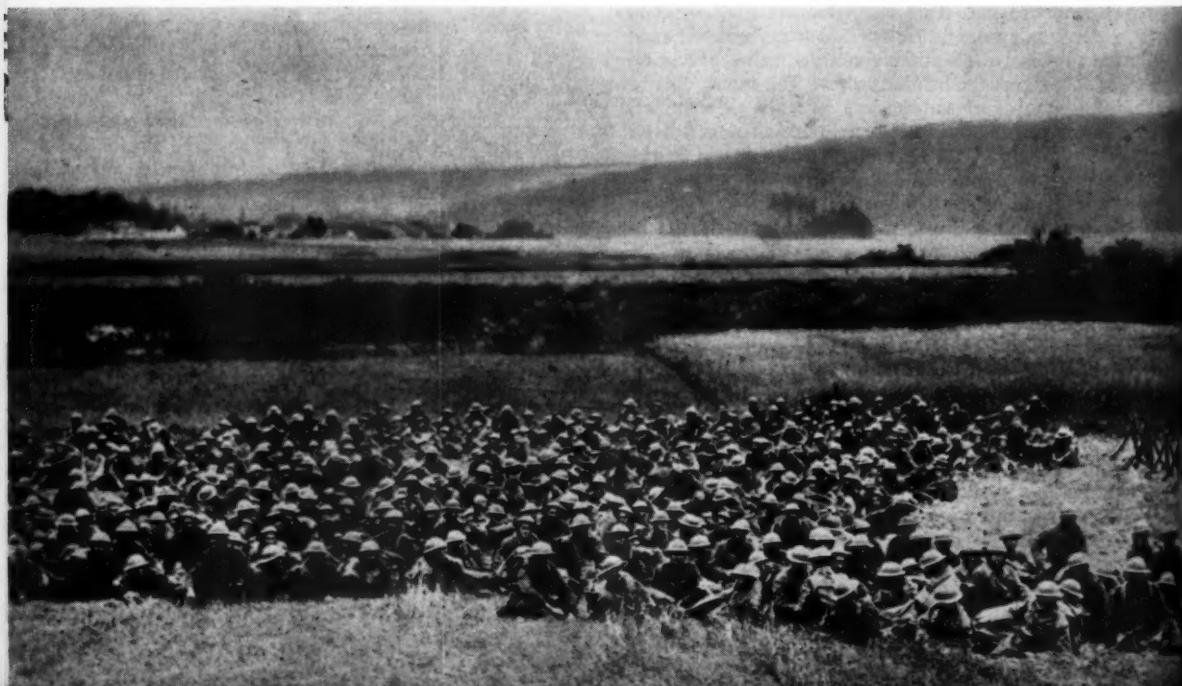
These German guns in the wood were well placed to cover all zones with both lateral and plunging fire. No spot was safe from their spray of bullets. Quick action was essential, or our force would have been wiped out. But the Marines never faltered. They attacked those nests with rifles, automatics, grenades, and bayonets. In small groups, even singly, they charged the machine-gun crews and their infantry supports with wildcat ferocity, fighting like fiends till the Huns were dead or threw up their hands. Then they rushed on to the next one.

The most effective method was to run to the rear of each gun in turn and overpower the crew. But each flanking position was covered by another gun which had to be taken immediately. It was a furious dash from nest to nest, with no time to stop for breath. In the thick of the mêlée the wild yells of the Marines were mingled with the constant crackle of rifle fire like bunches of fire crackers exploding.

Through the smoke of battle that drifted like fog among the tree trunks, Sibley kept to his course across the southern section of the wood. His difficulties must have seemed well-nigh insuperable, for his men were exposed to a constant flanking fire on their left, while they were obliged to keep their eyes to the front and take the machine guns from the flank or rear. But take them they did, one after another, and though many a brave man fell there in the wood, they pushed steadily on across.

There was dense brush in spots, where men got lost and found themselves isolated and cut off from their squads. The wounded dragged themselves to thickets

NEAR CHATEAU THIERRY, 17 Jun 1918—Photograph shows surviving members of Second Battalion, Sixth Marines.



and depressions—any place where they could hide from those prying bullets and wait till there was time for some one to carry them out. They were short of water and the suffering of many of them was intense, but they urged their comrades to leave them and press on.

An hour passed, two hours, the Marines still fighting with the savage intensity of catamounts.

"All the time," said Private Frank Damron afterward, "the fighting consisted of running from one shell hole to another."

"Our men," added Corporal John Miles, "went after them with fixed bayonets, and drove them as a fellow drives a flock of chickens."

The action was all in the hands of the platoon officers. Success or failure rested on their shoulders. It is not the general who wins such a battle as that, but the captain, the sergeant, the private.

It has been called an exaggerated riot, that desperate conflict in the wood. It was hand-to-hand fighting from the first. From tree to tree fought our Marines, from rock to rock, like the wild Indians of their native land. It is the sort of fighting the Marine has always gloried in. And in that fighting they beat the Germans on two points—initiative and daring, and accuracy of rifle fire. They picked the German gunners out of the trees like squirrels, and in the innumerable fierce onslaughts that took place at the machine-gun nests the Marines always struck the first blow and it was usually a knock-out. It was a wild, tempestuous, rough-and-tumble scrap, with no quarter asked or given. It was man to man, there in the dark recesses of the woods, with no gallery to cheer the gladiators.

The thick woods made the fighting a matter of constant ambuscades and nerve-racking surprises, but the Marines tore on. With Sibley at the head nothing could stop them. Machine-gun nests whose crews held out formed little islands in the welter about which the Marine flood swept, eventually to engulf them. Some of the Germans turned and fled, abandoning their guns; others waited till caught in the rear and then threw up their hands and surrendered; some stuck to their guns till an American bullet or an American bayonet laid them low. One by one the guns were silenced or were turned in the opposite direction.

[*Private W. H. Smith takes up the account.*]

"German machine guns were everywhere. In the trees and in the small ground holes. And camouflaged at other places so that they couldn't be spotted.

"We stayed for the most part in one-man pits that had been dug and which gave us just a little protection.

"We were running along when a German pops up right from the weeds on the roadside and shot at a Sergeant with me. The bullet got the Sergeant in the right wrist. I got the German before he dropped back into the weeds.

"Every blamed tree must have had a machine gunner. As soon as we spied them we'd drop down and pick them off with our rifles.

"On the second day of our advance my Captain and two others besides myself were lying prone and cracking away at 'em. I was second in line. Before I know what had happened a machine gun got me in the right arm just at the elbow. Five shots hit right in succession. The elbow was torn into shreds but the hits didn't hurt. It seemed just like getting five little stings of electricity.



GERMAN trench mortar captured in Belleau Wood.

"The Captain ordered two men to help me back. I said I could make it alone. I picked up the part of the arm that was hanging loose and walked.

"It was a two-mile hike to the dressing station. I got nearly to it when everything began to go black and wobbly. I guess it was loss of blood. But I played in luck, for some stretcher bearers were right near when I went down."

[*Private Edward Cary, USMC, recalls how it looked to him.*]

"We made our attack. Whooey! I never knew there were so many machine-gun bullets and high explosives in the world. Two men, one on either side of me, were killed by machine-gun fire, and in the fracas I lost the company but hooked up with another one. A lieutenant, eight other men and myself took seventeen prisoners, three machine guns, and other equipment.

"When we came up to the Germans they threw down their arms and called 'Kamerad! Mercy!'

They started in at 5 o'clock. At 6:45 the report was sent to headquarters that the machine-gun fire at the lower end of the woods had been practically silenced. At 7:30 German prisoners began to come in.

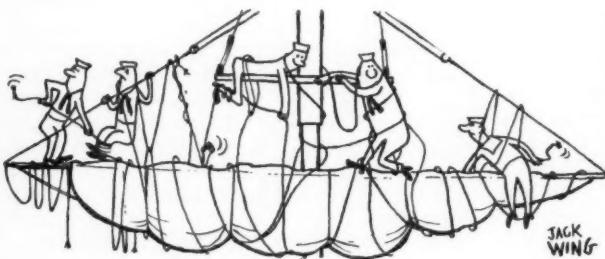
Night fell with the fighting still going on and only the flash of shooting to see by. But at 9 o'clock word came from Sibley by runner that he had got through and had attained the first objective, the eastern edge of the wood. In four hours he and his men had passed clear through the lower quarter of Belleau Wood, traversing nearly a mile, and had cleaned things up as they went. And only 500 of them started; I hesitate to mention the number that finished.

At 10 o'clock reinforcements were sent in with orders to consolidate the position. Two companies of Engineers were reported at Lucy and they were ordered in to help. Their assistance was invaluable, for though there was still heavy fighting for the Marines that night, the Engineers started in at once and by morning had the position reasonably secured.

[*The fighting had been furious and the casualties high, but by their counterstroke the U. S. Marines had halted the German drive on Paris and in effect had touched off the coming counterattack on the German homeland. In tribute to the Americans' gallantry in that battle, the French government later ordered the name of the wood officially changed from "Bois de Belleau" to "Bois de la Brigade de Marine."*]

TAFFRAIL TALK

THE DAYS OF SAIL are not forgotten, even though sailing vessels are fewer and much smaller nowadays. And—once in a while—we still get tangled in the rigging. In our introduction to the story "Lay Aloft Ye Lubbers" that appeared in the March issue you'll see the expression "unfurling the shrouds." The issue hadn't been out long before we received a phone call from Captain D. W. Todd, USN. The captain pointed out that the shrouds, part of the standing rigging, help hold up the masts against the pull of the sails. Obviously, the shrouds couldn't be unfurled, or furled either.



JACK WING

He had some interesting comments on the pictures that accompanied the story, too. Seems that even the early nineteenth century artist made a few mistakes. We won't tell you what they are, but if you're a sailing ship expert no doubt you've seen them too.

We thought that there would be very few others who would catch us unfurling a shroud, but soon we heard from another four-striper. Conversation went something like this: HE: "Have you a copy of the March issue there?" WE: "Yes, sir." HE: "I refer you to page 59." WE: "Unfurling the shrouds?" HE: "Okay, just thought I'd see if I was the first one to let you know."

Then came an interesting note from ex-Navyman W. S. Holmes, now a civilian expert in the Training Division of BuPers. He gently pointed out the furling business and went on to say: "Incidentally I find in the story no evidence that the hands clambered to the topmost yard, as stated. Their destination was the foretopsail yard, which might or might not have other sails and yards above it—the fore topgallant sail and yard, for example."

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All this points up that there is a great interest in Navy traditions and history. We're constantly amazed at the number of people who study naval history as a hobby. For example, a sizeable library of naval history that we heard about recently has been collected by J. H. Collins, DK1, stationed at NAS, Anacostia.

Many anecdotes of life at sea, both past and present, are sent to us. As many of these as possible we work into our articles. Your letters play a big part in helping us to get out the authentic information in ALL HANDS.

The All Hands Staff

ALL HANDS

THE BUERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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Distribution: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

- AT RIGHT: HONORS to chief of state—Sailors man rail of USS *Wasp* (CVA 18) as President Ramon Magsaysay of the Republic of the Philippines boards the carrier to witness a demonstration of naval air warfare.

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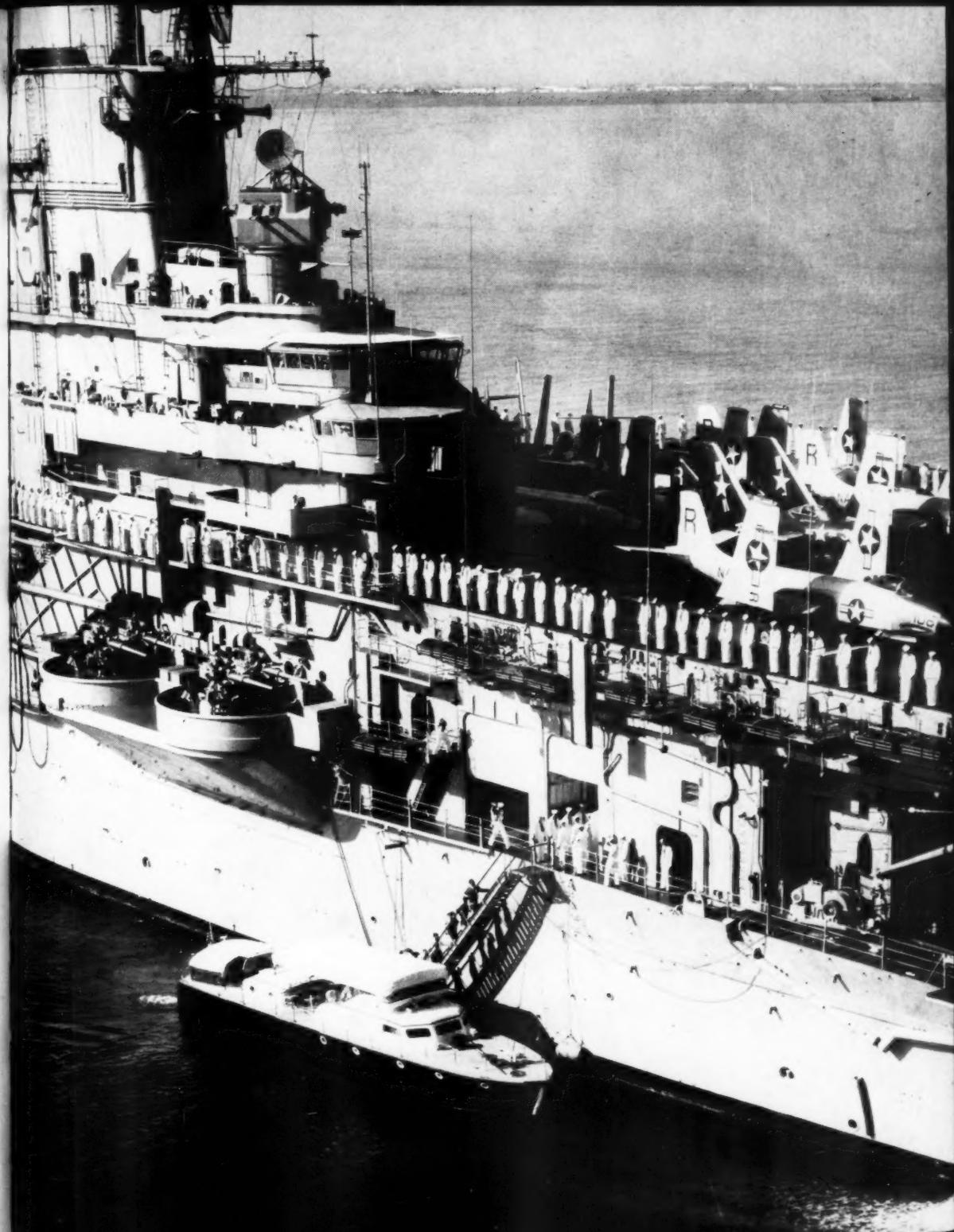
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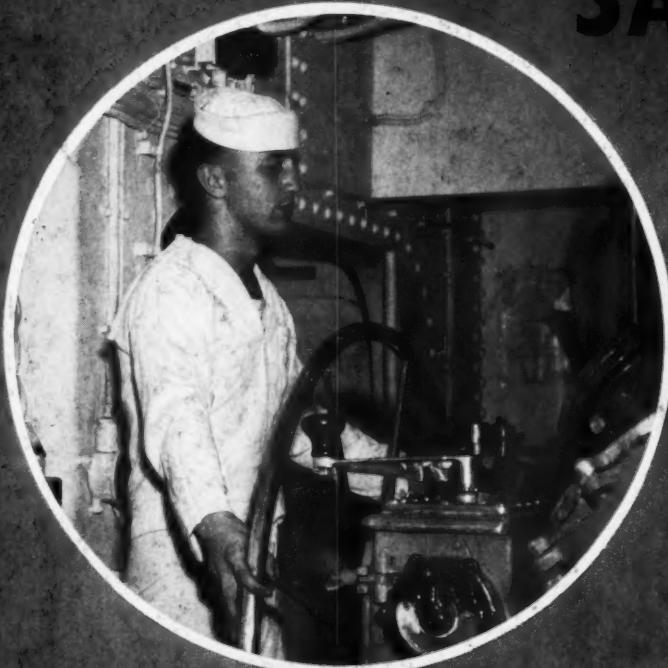
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